



*Across*  
*Canada*

CANADIAN PACIFIC RAILWAY

SEPTEMBER 1891

~~June 2~~

**DESCRIPTIVE TIME TABLE**  
Of the Tour of  
Their Royal Highnesses  
**The Duke and Duchess of Cornwall**  
and York  
Across Canada  
By the  
**Canadian Pacific Railway**

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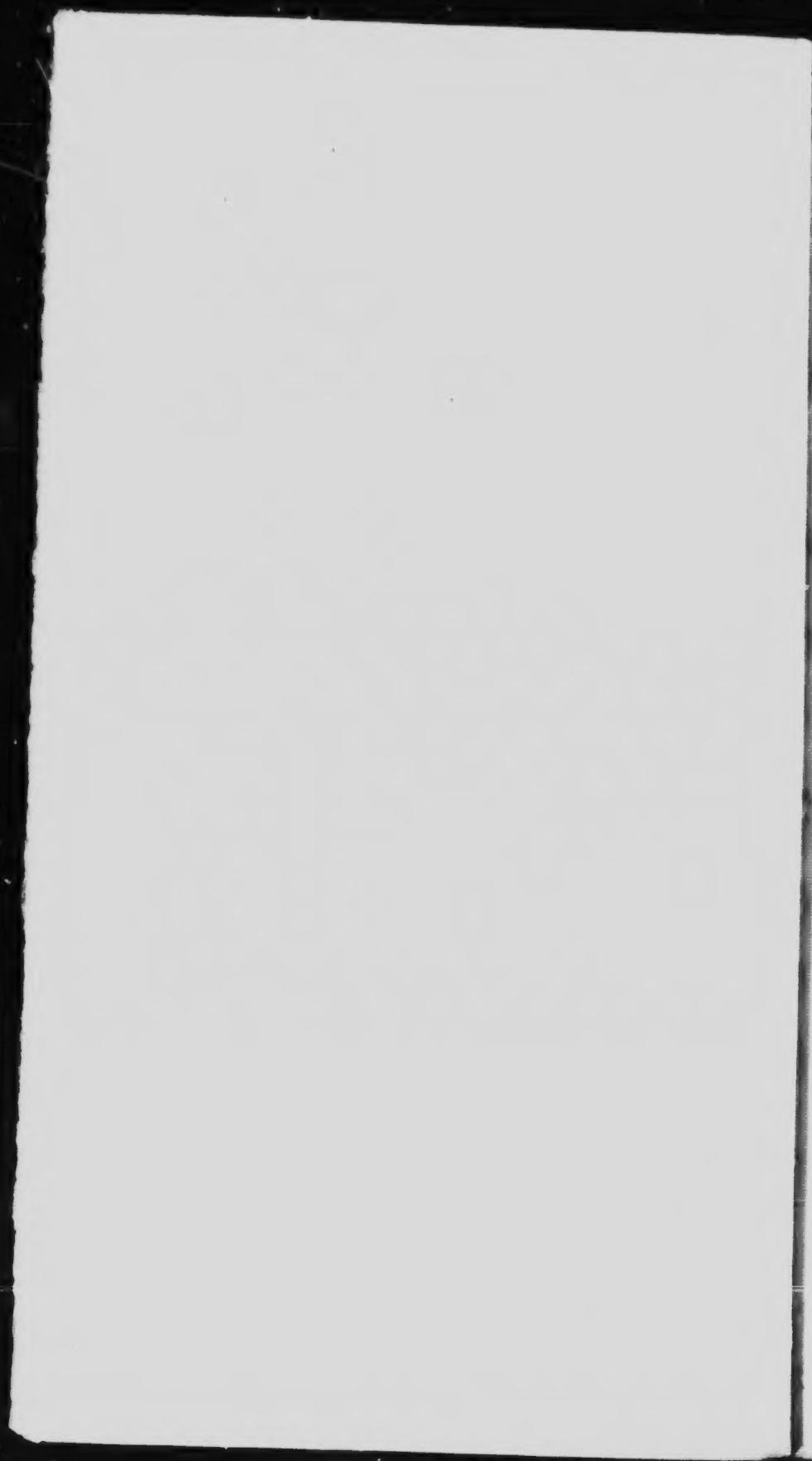
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WHEN in the summer of 1860 His Royal Highness the Prince of Wales—now His Most Gracious Majesty King Edward VII.—visited America, the confederation of the different provinces which now constitute the Dominion of Canada was but a dream. Manitoba, Assiniboa, Alberta and Saskatchewan—that broad stretch of fertile prairie lying between the Red River of the North and the Rocky Mountains—was vaguely known as the Great Lone Land. Communication between British domains on the North Atlantic and North Pacific Coasts was infrequent

and difficult, and only by way of Cape Horn or the Isthmus of Panama. Since that Royal visit the Dominion of Canada has been born, and so marvellous has been its development and progress that Huron's shore, which was the western limit of the Prince of Wales' journey in Canada but forty-one years ago, forms merely the ending of the first stage of his son's tour across the Dominion. But for the construction of the Canadian Pacific Railway the welding of a number of widely separated provinces into one progressive, closely-knit possession would have been an impossibility, and the All-Red Line which girdles the globe and serves as a secure highway from Great Britain to the Far East would not have become the splendid reality it is to-day.

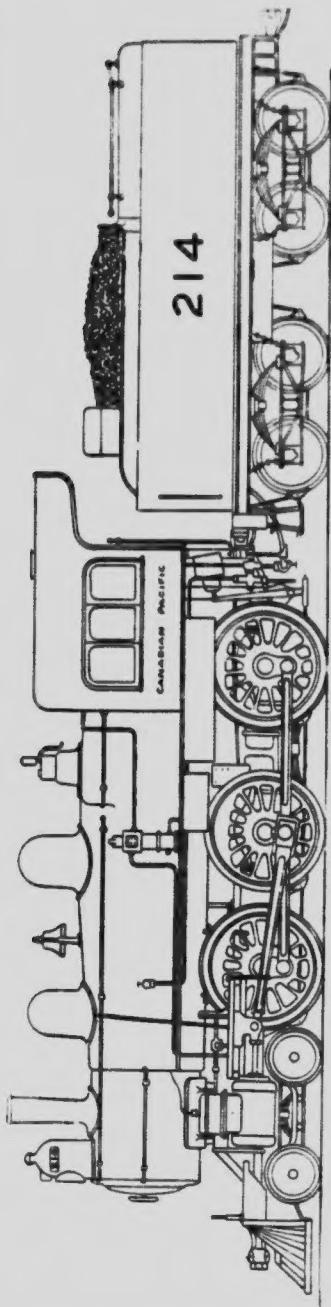
For over 3,000 miles the steel rails stretch from ocean to ocean, first along the margin of one of the world's greatest rivers, then gradually climbing to that watershed of Laurentian rock which divides the streams flowing southward from those hurrying toward Hudson's Bay, passing on the way those extensive deposits of nickel ore which have made Sudbury known in the world's markets. Here the older Canada is left behind, and after skirting the rugged shores of Lake Superior—the "Little Brother of the Sea," according to Ojibway legend—at Fort William the threshold of the New West is crossed.

Over four hundred miles—amongst rich quartz veins cutting the Huronian rocks which overlie much of this portion of New Ontario—the western way lies through a tangle of wood and lake land to the Red River of the North, on whose western bank stands the prosperous city of Winnipeg, which, a mere frontier post of the Hudson's Bay Company a quarter of a century ago, is now a busy commercial centre, commanding the trade of an immense fertile region that is destined to become the great granary of the World. In travelling toward the setting sun through the broad wheat lands of Manitoba and Assiniboa and the ranching country of Alberta, three successive steppes are climbed ere the

elevated plains bordering the foothills of the Rockies are reached; but so gentle is the rise that it can scarcely be realized that Calgary, nine hundred miles west of Winnipeg, although a prairie town, is at a greater elevation than the summit of the highest peak in the British Isles.

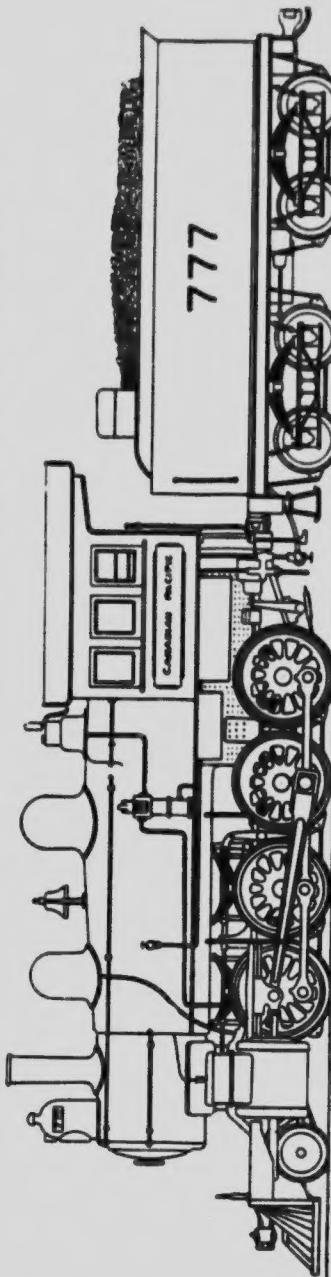
Beyond lie the mountains—four mighty ranges—the Rockies, full of wondrous colouring and astonishing the beholder by their marvellously variegated strata; the dark Selkirks, clothed from their base to crowning glacier by almost impenetrable forests; the rounded domes of the Gold Range; and lastly, the snow-capped Coast Alps, which for four degrees of latitude are the western barrier of the Dominion. Through this veritable sea of mountains the railway finds its way, traversing pleasant valleys guarded on either side by towering peaks, plunges down abysmal canons, and, crossing raging torrents rushing impetuously to the sea, reaches the shores of the Pacific at Vancouver, the great Canadian gateway to the Orient. Separated from it by the sunny waters of the Gulf of Georgia, is charming Victoria, most English of all the cities of the New World.





#### 10-WHEELED PASSENGER ENGINE

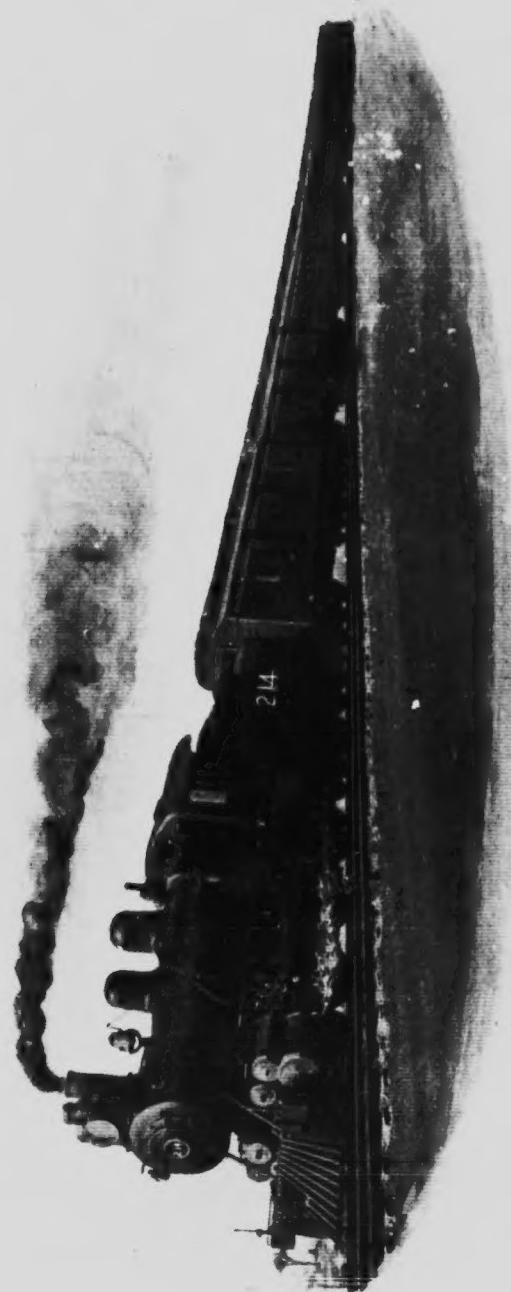
Weight of Engine and Tender when loaded 130 tons  
Cylinders 24 inches by 29 inches by 24 inches. Steam pressure 200 lbs.  
Diameter of Driving Wheels 5 feet 5 inches  
Length of Engine and Tender over all 61 feet 11 inches



#### CONSOLIDATION ENGINE

Weight of Engine and Tender when loaded 122 tons  
Low Pressure Cylinder 36 inches-diameter  
Stroke 36 inches. Steam pressure 30 lbs.  
Diameter Driving Wheels 4 feet 9 inches  
High Pressure Cylinder 22 inches-diameter  
Length of Engine and Tender over all 61 ft. 8 in.

THE ROYAL TRAIN





### *The Royal Train*

THIS train will consist of the day coach "Cornwall" and the night coach "York," each reserved for the use of Their Royal Highnesses; the compartment car "Canada" and the sleeping car "Australia" for the members of their suite; the dining car "Sandringham"; the sleeping car "India" for the attendants; the sleeping car "South Africa" for the members of the press and others invited to join the Royal progress; and two cars for luggage and the accommodation of railway train employees.

The train is 330 feet in length, and its weight 595 tons. Locomotives varying in weight and power according to grades, will be used, and during the long run of over 3,000 miles from ocean to ocean about twenty changes of locomotives in all will be made.

The cars are all vestibuled, communication being had from end to end of train. The exteriors are finished in mahogany. The entire train is lighted by electricity and equipped with electric bells, and there is telephone connection between all the cars.

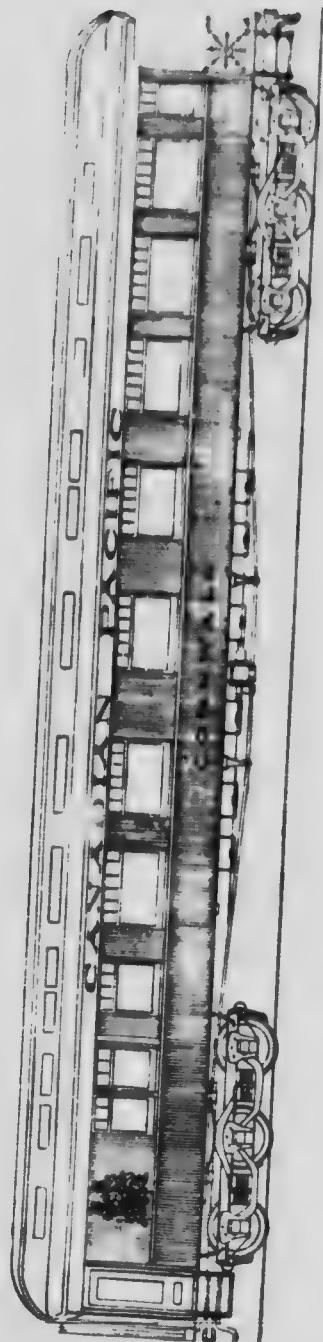
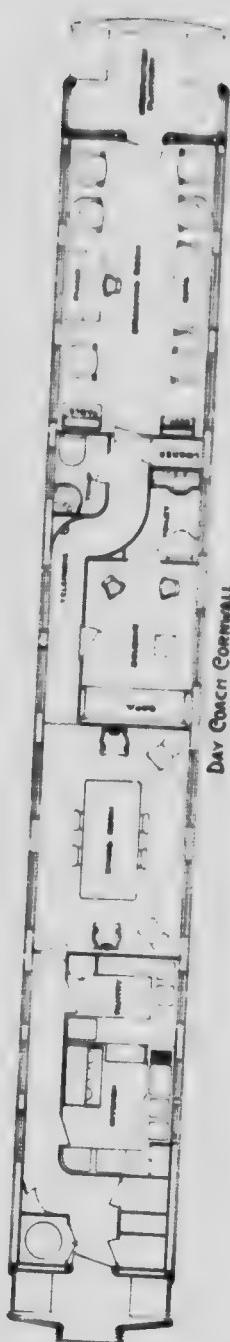
The "Cornwall" is the rearmost coach, so that from its observation platform an uninterrupted view may be obtained of the scenes of interest and beauty through which the train will pass.

Immediately preceding the "Cornwall" is the "York" night coach, with bed chambers, bathrooms and accommodation for Their Royal Highnesses and their personal attendants.

The train was designed and constructed for the purpose for which it is to be used. Having in view the long run it is intended to make, the essentials for comfort and safety have been kept in mind in its construction, and it is believed that the train represents all that is best in Canadian railway equipment.

The train will be taken at Quebec for Vancouver via Montreal, Ottawa, and the main transcontinental line of the Canadian Pacific Railway, and from Vancouver the tour will be continued to Victoria, by the R. M. S. S. "Empress of India," which will also be employed on the return trip to cross the Straits of Georgia. From Vancouver the eastbound journey is via the Canadian Pacific to North Bay, thence to Toronto, Hamilton, Niagara Falls, etc.

Dav Gooch Cornwall



## *Description of the "Cornwall"*

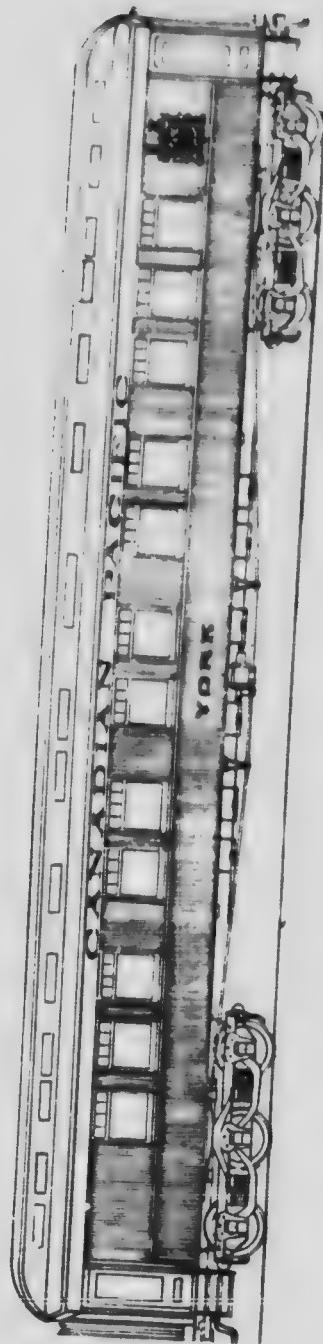
THE "Cornwall" is a day coach 78 feet 6 inches in length over all, with a width of 10 feet 3½ inches, an extreme height over tail of 14 feet and a weight of over 39 tons. It is divided into a Reception Room, Boudoir, Dining Room and Kitchen etc.

The Reception Room, the largest room of the suite, opens directly on to the observation platform at the rear of the train. The woodwork is of Cireassian walnut, and is undecorated save for a few ornamental mouldings. The entire upper part of the room above the cornice is finished in quiet antique gold. The mouldings and ornaments are touched with gold and blue. The decorations of the room are in the style of Louis XV. The curtains are plain, of dark blue velvet, draped simply back from the window, and the floors are carpeted with heavy Wilton of a quiet grey-green tone. The furniture, consisting of a large sofa and light round arm chairs and table and desk, is upholstered in blue velvet to match the draperies, and a specially designed piano of Canadian manufacture is conspicuously placed in this room.

A short corridor, finished in mahogany, leads from the Reception to the Dining Room. Half-way in this corridor a door opens into the boudoir. This room is finished in pearl gray enameled ornament in the style of Louis Quinze, and filled with paintings, soft yet rich in colour, after the manner of Watteau. Ornamental frames in the ceiling, filled with lattice work, provide ventilation. These, as well as the ornament around the wall panels, are touched with gold. The draperies are of light blue moiré silk. A couple of small chairs, a divan, and a table finished in gold, the latter carrying a reading light, complete the furnishings of this room.

The woodwork in the Dining Room is of African Coronandel; the cases and ceiling being carried out in a lighter tone. The dining room is plain, save for the gold frames of the electric fixtures. Ornamental cartouches in bas-relief display at one end the heraldic bearings of the King; at the other the combined coats-of-arms of the Duke and Duchess of Cornwall and York, while the arms of the Kingdom and the private badge of the Duke face each other on opposite sides of the room. The hangings are of green velvet, the portières and wall draperies being decorated with painted and embroidered appliqués in tones of gold and green. The furniture matches the other woodwork in the room, and is upholstered in velvet of a rich warm brown. A candelabrum-like electric fixture supplies light for the dining table, which is capable of extension to seat eight persons.

A corridor similar in finish to the one already mentioned leads forward past the pantry, kitchen and storerooms, towards the angle of



Night Coach York

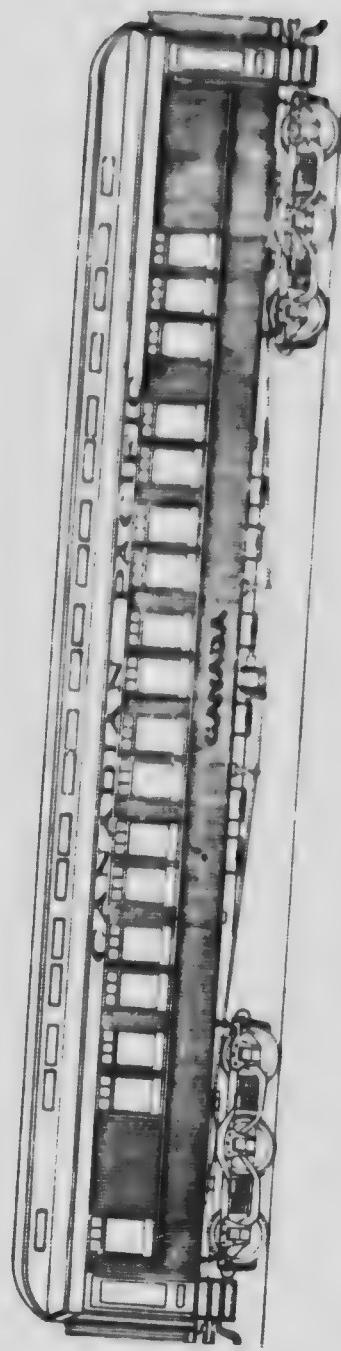
## Description of the "York"

THE "York" is the night coach, divided into sleeping apartments, bathrooms, etc. Its length is 70 feet 2 inches, and its weight about 3½ tons, the other dimensions being uniform with those of the "Cornwall." A corridor extends the entire length of the car. The central section of this car between the trucks for a length of about thirty feet is occupied by the two principal bedrooms, with the servants' rooms adjoining them. The bedrooms are finished in pearl grey chamois, and the walls panelled in silk to match the draperies. One corner of each room is occupied by a wardrobe, another by a convenient dressing-table with large mirrors. The headboards are of leather, finished in gold to match the hardware. Besides the usual ceiling lights, in these rooms there is a special fixture over each dressing-table designed to throw light upon the person sitting before it. The wall panels, draperies and furniture coverings in the Duke's bedroom are of red silk attire; in the Duchess' of light blue moiré. The ornamental mouldings, ventilator screens, etc., are finished with colour, relieved in gold. The furniture is of satinwood.

Next to each bedroom, and communicating directly with it, is a common洗澡间. These bathtubs are exactly alike. The walls are entirely covered with fitted upholstery in waterproof rubber cloth.

Next to the bathrooms, and communicating therewith, are rooms for valet and maid.

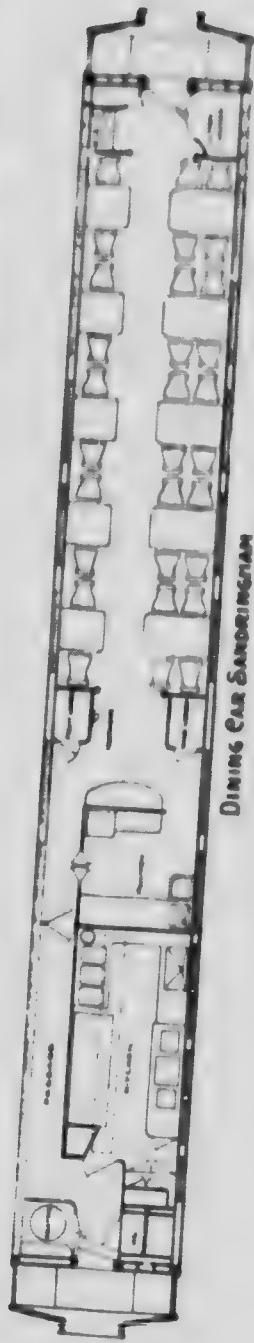
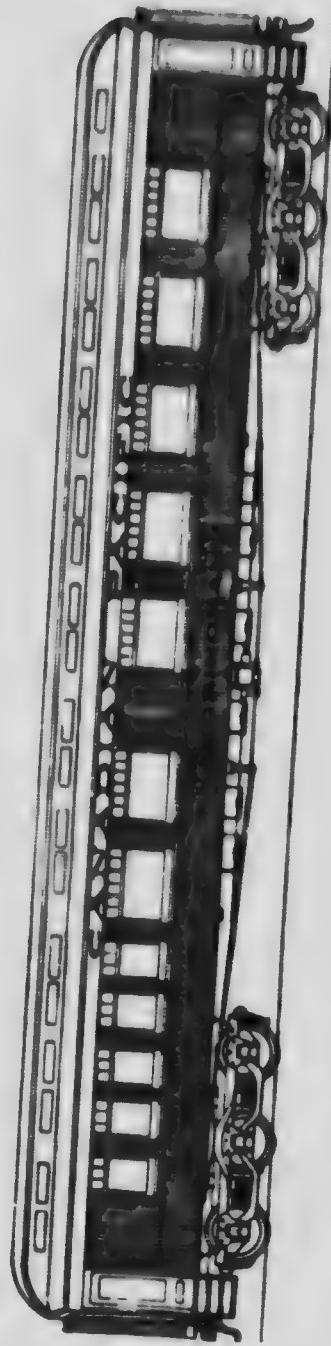
The remainder of the car is occupied by two staterooms finished in mahogany, a general toilet, luggage room, etc.



COMPARTMENT CAR CANADA

## *Description of the "Canada"*

THE third car from the rear of the train is the "Canada," a compartment car especially constructed for the accommodation of the wife of Their Royal Highnesses. The interior is finished in white mahogany and upholstered in terra cotta and olive green plush. The "Canada" contains six separate staterooms which are fitted with all conveniences; in the centre of the car is a comfortable sitting or smoking room with a large table, lounge and luxurious easy chairs. At one end of the car is a bathroom with a full-sized bath, and at the other end is a larger lavatory, adjoining which is a shower bath.



DINING CAR SARDAR BHAWAN

## Description of the "Sandringham".

The "Sandringham" is the dining car for the staff, and consists of main dining saloon, pantry, kitchen, etc. It is 77 feet 2 inches in length, weighs 2 tons, and is of sufficient width with that of the other cars. The dining room is finished in red figured mahogany with outlines of embossed Linen-Cloth Wallcovering. All red, oak panelled in color, and the floor is carpeted with green Brussels. It is well lighted, having ten large windows, draped with green silk, and six night twenty-eight electric lights, besides five double. At no. lights, are placed. The mahogany tables, which will accommodate thirty people, are arranged in two sets of an arc. Tables for four persons on one side, tables for two on the other. The chairs are upholstered in leather. The backheads at each entrance to the main room are draped with heavy green silk.

In the anteroom leading to the pantry on the left and the vestibule on the right stands a large mahogany sideboard, with silk coverings and fixtures.

The pantry is spacious and is fitted up with latches, candlesticks, etc., covered with muslin. In the kitchen are standard ranges, etc.

The other car, which make up the train, are of the standard class which has been adopted by the Canadian Pacific Railway Company.

### Standard Time

The 24-hour system is used at all Canadian Pacific Railway Stations from Port Arthur westward, and the hours from noon to midnight are from 12 to 24 o'clock.

**STANDARD TIME** is in use on all parts of the line as follows:

**EASTERN TIME** On C.P. Ry. East of Port Arthur and Detroit.

**CENTRAL TIME** Port Arthur to Brandon, including Manitoba branches.

**MOUNTAIN TIME** -- Brandon to Laggan and branches.

**PACIFIC TIME** Laggan to Vancouver and branches.

Thus, when it is 12 noon at Montreal,      Eastern Time  
" 11 o'clock at Winnipeg,      Central      "  
" 10      "      Regina,      Mountain      "  
" 9      "      Vancouver,      Pacific      "

**Canadian  
Pacific  
Railway**

**SPECIAL  
TIME TABLE**

**Eastern and Lake Superior Divisions**

Mr. C. W. Spender, General Superintendent, *Eastern Division*.  
Mr. T. Williams, General Superintendent, *Lake Superior Division*.  
Mr. J. E. A. Bobillard, Superintendent, Quebec to Montreal.  
Mr. W. J. Singleton, Superintendant, Montreal to St. Polycarpe Junction.  
Mr. H. B. Spender, Superintendent, Ottawa to Chalk River.  
Mr. T. Hay, Superintendent, Chalk River to Cartier.  
Mr. C. Murphy, Superintendent, Cartier to White River.  
Mr. B. J. E. Chapple, Superintendent, White River to Port Arthur.

Miles from Montreal	West bound Train	STATIONS—DESCRIPTIVE NOTES	East bound Train	Miles from Montreal
	LEAVE			
0	A.M. 9.45 Wednesday Sep. 18	<b>Quebec</b> —Population 88,834. This old city occupies the base and summit of a lofty crag projecting into the St. Lawrence. Jacques Cartier, the first European who sailed into the river, spent the winter of 1535 at the base of the cliffs, and French fur companies soon after established here a headquarters for trading. As the settlement grew, and the fortifications were enlarged, Quebec became the stronghold of Canada, remaining so until captured by the English under Wolfe, in 1759. No other city in America is so grandly situated or offers views from its higher points so diversified and lovely. In Upper Town, on the high lands are the public buildings, churches, convents, schools, business blocks and hotels, chief among which is the Chateau Frontenac on Dufferin Terrace. Lower Town is the commercial quarter and abounds in irregular narrow streets and quaint old houses. Enormous transactions in lumber go on here annually. The surrounding country is remarkably interesting in scenery, history, and opportunities for sport, and the city is a delightful resort both in the summer and winter months. Transatlantic steamers of the Allan, Beaver, Franco-Canadian and other lines land here in summer, and local steamers depart for the lower St. Lawrence and the Saguenay rivers.		3978

## TRANSCONTINENTAL RAIL ROUTE

Mile s from Quebec	West- bound Train	STATIONS DESCRIPTIVE NOTES	East- bound Train	Mile from Vancouver
7	Lorette			
13	Belair			
26	Pont Rouge			
30	St. Basile			
35	Portneuf			
39	Deschambault			
43	Lachevrotiere			
45	Grondines			
53	Ste. Anne de la Perade			
58	Batiscan			
65	Champlain			
		Are ancient settlements, originally seigniories, fronting upon the St. Lawrence. Powerful rivers come down from the hills at frequent intervals, giving water-power to almost every village. The fishing is excellent in all of these streams, and one of them (the Jacques Cartier) is a noted salmon river. All the villages are quiet and picturesque in the highest degree, and French is almost universally spoken. <i>Lorette</i> is mainly a settlement of Christianized Huron Indians, founded 250 years ago. <i>Portneuf</i> (pop. 1,541) is a thriving factory town devoted principally to the manufacture of footwear, paper and wood-pulp.		
77	P.M. 12.05			
	Wed.- nesday Sep. 18			
85	Three Rivers	Population 10,730.—At the mouth of the St. Maurice and at the head of tidewater in the St. Lawrence. It was founded in 1618, and played an important part in early history of Canada. It is eminent for its Roman Catholic institutions, and is one of the prettiest towns in the province. The chief industry is the shipment of lumber, and over \$1,000,000 has been invested in mills and booms above the city, where logs are prepared for the immense domestic and foreign trade. There are large iron-works and machine shops here, where stoves and car wheels are manufactured in great numbers from the bog-iron ore for which this vicinity is famous.		
92	Pointe du Lac			
98	Yamachiche			
102	Louiseville			
108	Maskinonge			
112	St. Barthelemy			
115	St. Cuthbert			
124	Berthier Junc.			
	Lanorale	The route now lies across the low lands stretching between the northern bank of the St. Lawrence and the hills which lie at a constantly increasing distance from the river. This is for the most part a perfectly level and closely cultivated plain, cut up		

## TRANSCONTINENTAL RAIL ROUTE

10

East-bound Train	Miles from Vanc'tr	West-bound Train	STATIONS—DESCRIPTIVE NOTES	East-bound Train	Miles from Vanc'tr
			into the narrow fields that characterize French farming districts throughout the older parts of Quebec, a result of the continual sub-division of bequeathed estates. The compact villages are very prosperous and much resorted to in summer by city people. In each one the churches and educational or charitable institutions of the Roman Catholic faith are the most conspicuous buildings.		
129		<b>La Valtrie</b>			
137		<b>L'Epiphanie</b>			
146		<b>St. Henri</b>			
149		<b>Terrebonne</b>			
155		<b>St. Vincent de Paul</b>			
160		<b>St. Martin Junc.</b>			
			At Terrebonne the north branch of the Ottawa River is crossed. Here are the quarries which furnish most of the famous blue limestone which is extensively used in the neighbouring cities. The large building passed at St. Vincent de Paul is the provincial penitentiary. The train runs through the eastern portion of Montreal and arrives at the Place Viger station, situated in the central part of the city.		
Arrive P. M. 172	3.00		<b>Montreal</b> —(Windsor Street Station)—Population (with suburbs) 323,321. Chief city of Canada, situated on an island formed by the St. Lawrence and Ottawa Rivers, and on the site of the ancient Indian village of Hochelaga, visited by Jacques Cartier in 1535. A trading-post was established here by the French 250 years ago; and this was the last place yielded by the French to the English in 1760. For many years it was the chief centre of the fur trade. Atlantic steamships of the Allan, Beaver, Franco-Canadian and other lines run here. The St. Lawrence river and canals bring this way a large part of the trade of the Great Lakes. Numerous railway lines radiate from here in all directions. The city has a far-reaching trade, and great manufacturing establishments; has fine wharves of masonry, vast warehouses and grain elevators, imposing public buildings, handsome residences, etc. The Canadian Pacific has two stations. From the Windsor Street Station the transcontinental trains run through to the Pacific Coast without change.	Leave A. M. Wednesday Sep. 18	2908
Leave A. M. Friday Sep. 20	9.00		The usually travelled route across the continent from Montreal is along the Quebec bank of the Ottawa River		

## TRANCONTINENTAL RAIL ROUTE

	Miles from Quebec	West-bound Train		East-bound Train	Miles from Vancouver
177					
182					
184					
187					
193					
196					
Ott'wa River					
207	A.M.				
212	at 10.00				
	at 10.05				
	Friday				
	Sep. 20				

## STATIONS—DESCRIPTIVE NOTES

to Ottawa, but the royal train will run on the C.P.R. Toronto line to St. Polycarpe, where it will be transferred to the rails of the Canada Atlantic Railway, on which it will be taken to Ottawa.

**Montreal Junction**—From the Windsor Street Station the run is made on a high stone viaduct to the city limits, thence on the brow of an embankment until Montreal Junction is reached, where the lines to New York, Boston and New England points, and the Maritime Provinces, via the St. Lawrence bridge diverge, and then strike west through a beautiful and highly cultivated district sloping down to the St. Lawrence River, along the bank of which an almost continuous village extends to Ste. Anne's. Thousands of Montreal people live here in summer. A little beyond Montreal Junction the old village

**Dorval** of Lachine is seen at the left; **Valois** and above the trees, further to

**Beaconsfield** the left a good

view is had of the great steel bridge built by the Canadian Pacific Railway Company across the St. Lawrence. Lachine was for a long time the point of departure of the early trading military expeditions; and it was from here that Duquesne set out in 1754 to seize the Ohio Valley—an expedition that culminated in the defeat of Braddock.

**Ste. Anne's  
Vaudreuil**

One of the five mouths of the Ottawa River is crossed by a fine steel bridge at Ste. Anne's, at the head of the Island of Montreal. Directly under the bridge are the locks by means of which steamboats going up the Ottawa are lifted over the rapids here. Ste. Anne's was once the home of the poet Moore, and is the scene of his well-known boat song.

**St. Clet**

**St. Polycarpe Junc.**

The St. Lawrence curves away towards the south, while the railway keeps on a direct course towards Toronto, passing through a beautiful farming country, with many orchards, and with tracts of the original forest here and there. From St. Polycarpe Junction the Canada Atlantic Railway tracks will be utilized by the royal train to Ottawa.

## TRANSCONTINENTAL RAIL ROUTE

21

Miles from Quebec	West Bound Train	Stations - Descriptive Notes	East Bound Train	Miles from Quebec
202	Arrive 11:45 A.M. Friday Sep. 20	<b>Ottawa</b> —Pop. 50,002 Capital of the Dominion. Picturesquely situated at the junction of the Rideau River with the Ottawa. The Chaudiere Falls which here interrupt the navigation of the Ottawa River, afford water-power for a host of sawmills and other manufactures. Vast quantities of lumber are made here from logs floated down from the Ottawa River and its tributaries. The city, which like Quebec is divided into Upper and Lower Town, stands on high ground overlooking a wide valley, and contains many fine residences, large hotels, etc., but the stately Government buildings overshadow all. Rideau Hall, the residence of the Governor-General, is two miles distant.	2788	
29			Lumber milling	
301				
307				
316				
320	Tues- day, Sep. 24 P.M. 2:00	<b>Britannia</b> <b>Bell's Corners</b> <b>Stittville</b> <b>Ashton</b>  stretches may be seen enormous quantities of sawlogs held in "booms" for the use of the mills below.	Leaving Ottawa the railway follows the south bank of the Ottawa River for a distance, and on its wide	2781 2777 2771 2762
327	2:15	<b>Carleton Place (Junction)</b> —Pop. 4,059. Junction of a branch line running south to Brockville on the St. Lawrence River, crossing the Montreal-and-Toronto line at Smith's Falls. At Carleton Place are large sawmills, railway and other workshops.		2758
330				
335				
344	2:50	<b>Almonte</b> <b>Snedden</b> <b>Pakenham</b> <b>Arnprior</b> <b>Braeside</b> <b>Sand Point</b> <b>Castleford</b> <b>Russell</b> <b>Renfrew</b> <b>Haley's</b> <b>Cobden</b> <b>Snake River</b> <b>Graham</b> <b>Government Road</b>	Proceeding from Carleton Place, the line takes a north-westerly course, still following the beautiful Ottawa Valley, which, to Pembroke and beyond, is well cultivated by English, Scotch and German farmers. Large clear streams come rushing down to the Ottawa from the hills at the west, and these, and the Ottawa as well, afford fine fishing--maskinonge, trout and bass being common. There are frequent bright and busy manufacturing towns, and sawmills occur at favorable places all along the river. At Almonte (pop. 3,023) are large woollen mills and other manufactures. Pakenham	2751 2748 2743 2734 2731 2729 2723 2719 2716 2707 2700 2695 2691 2687
347	P.M.			
349				
355				
359				
362				
371				
378				
383				
387				
391				

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## TRANSCONTINENTAL RAIL ROUTE

Miles from Quebec	West- bound Train	STATIONS. DESCRIPTIVE NOTES	Miles from Vancouver
	Fac- tories	(pop. 2,200) and Arnprior (pop. 4,152) are also important manufacturing points. From Renfrew (pop. 3,154) the Kingston & Pembroke Ry. extends southward through a district abounding in iron to KISOGOON (on the St. Lawrence). Pembroke (pop. 5,000) is the most important town on this section of the line, having many substantial industries and commanding a large part of the trade of the lumbering districts towards the north. The Ottawa River is again navigable for a considerable distance above and below, and steamboats are frequently seen. From Pembroke to Mattawa the railway continues along the west bank of the Ottawa, whose valley narrows and the Ottawa flows deeply between the increasing hills. Little towns are growing up around the sawmills, which occur wherever water-power is to be had. As the wilder country is approached, opportunities for sport with gun and rod increase. Chalk River is the western terminus of Eastern Division and eastern terminus of Lake Superior Division. Mattawa (pop. 2,000) is an old fur-trading post of the Hudson's Bay Company, but at present of	Kings- ton & Pem- broke Ry.
328	4.30 P.M.	<b>Pembroke</b>	2082
401		<b>Stafford</b>	2077
407		<b>Petawawa</b>	2071
413		<b>Thistles</b>	2065
418	45 10	<b>Chalk River</b>	2060
423	45 15	<b>Wylie</b>	2055
428		<b>Bass Lake</b>	2050
433		<b>Moorlake</b>	2045
442		<b>Mackey</b>	2038
446		<b>Rockliffe</b>	2032
450		<b>Bissell</b>	2022
460		<b>Deux Rivières</b>	2009
480		<b>Klock</b>	2008
	Tim- ber mills	most importance as a distributing point for the lumbering districts and agricultural country about Lake Temiskaming, with which it is connected by rail and steamer. It is a favorite centre for moose hunters, and guides and supplies for shooting expeditions may always be obtained here. An attractive point for tourists is Lake Temiskaming, and no more enjoyable canoeing can be imagined than in exploration of these waters, which abound in fish, as the country does in game. To the south of the railway is Algonquin Park, established by the Ontario Government as a forest and	Fish and Game
490	7.35 P.M.	<b>Mattawa</b>	2588
496		<b>Calvin</b>	2582
503		<b>Eau Claire</b>	2575
500		<b>Rutherford</b>	2569
516		<b>Bonfield</b>	2562
521		<b>Nasbonsing</b>	2558
530		<b>Thorncliff</b>	2548
	Game	Valley of the Mat- tawa	

## TRANSCONTINENTAL RAIL ROUTE

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## STATIONS—DESCRIPTIVE NOTES

Miles From Vancouver	Miles From Quatet	West bound Train	STATIONS—DESCRIPTIVE NOTES	Arrive A.M. 6.00 Thursday, Oct. 10
2682			game preserve. At Mattawa the line leaves the Ottawa and strikes across towards Lake Nipissing, through a somewhat wild and broken country with frequent lakes and rapid streams. Fishing and shooting are excellent. Little villages surrounding sawmills continue to occur and newly-made farms are not infrequent. There is plenty of good land near by, but the railway here, as in many other places, follows the streams and the "breaks" in the country, and the best is not seen from the car windows. Bonfield was originally intended as the eastern terminus of the C.P.R., to which connecting roads would run, but with the change of control from Government to Company the transcontinental line was extended to Montreal. A mile beyond Thorncliff is Nipissing Junction, the junction of the G.T. Ry. from Toronto, etc., coming north by way of Lake Simcoe and the Muskoka lakes.	2542
2677				
2671				
2665				
2660				
2655				
2650				
2645				
2638				
2632				
2622				
2609				
2598				
		P.M. a 9.20 1.9.35 Tuesday, Sep. 24		
	536	Lake Nipis- sing	<b>North Bay</b> —Pop. 2,332.—The capital town of the Nipissing District, situate on Lake Nipissing, an extensive and beautiful sheet of water, 40 miles long and 10 wide, with forest-clad shores and islands, the district being much frequented by sportsmen. North Bay is a railway divisional point. From <i>North Bay</i> to <i>Heron Bay</i> , on Lake Superior, the line traverses a comparatively wild region, where forests, meadows, lakes and rocky ridges alternate. The scenery is striking and in places extremely interesting. There are wide intervals of good agricultural land, and the settlements already extend for 100 miles beyond Lake Nipissing; but timber cutting is as yet the principal industry. The lands belong to the Province of Ontario, and are open to settlers. The large, clear, rockbound lakes are in places so numerous that, with their connecting arms, they form a labyrinth of waters covering great areas and offering matchless opportunities to sportsmen and canoeists. Bear, moose and deer abound throughout the region.	2542
	546		<b>Beaucage</b>	2532
	550		<b>Meadowsides</b>	2528
2588	559		<b>Sturgeon Falls</b>	2519
2542	562		<b>Cache Bay</b>	2516
2575	570		<b>Verner</b>	2508
2569	579		<b>Warren</b>	2499
2562	584		<b>Hagar</b>	2494
2558	591		<b>Markstay</b>	2487
2548	599		<b>Stinsons</b>	2479
	603		<b>Wahnipitae</b>	2475
	608		<b>Romford</b>	2470
		Sporting opportuni- ties		Timbr

## TRANSCONTINENTAL RAIL ROUTE

Miles from Quebec	West Bound Train	STATIONS—DESCRIPTIVE NOTES	East Bound Train	Miles from Vancouver
	Wed beginning Sept. 2d	this region and the fishing in the many lakes and rivers is capital. <i>Sturgeon Falls</i> is a thriving village.		
613	A.M. 12.05	<b>Sudbury</b>	A.M. 3.15	2403
622		<b>Rayside</b>		2456
627		<b>Chelmsford</b>		2451
633		<b>Larchwood</b>		2446
639	a 1.35	<b>Phelans</b>	A.M. 1.50	2442
650	/ 1.40	<b>Cartier</b>	a 1.45	2428
662		<b>Straight Lake</b>		2416
670		<b>Pogamasing</b>	Thurs- day, Oct. 10	2408
687		<b>Metagama</b>		2391
706		<b>Biscotasing</b>		2373
721		<b>Ramsay</b>		2357
737		<b>Woman River</b>		2341
753		<b>Ridout</b>		2325
771		<b>Nemegosenda</b>		2307
	Copp'r nickel and gold	iron bridge affords connection with two American railway lines, one extending to Duluth and the other to St. Paul and Minneapolis, and thence on through Minnesota and North Dakota to Moose Jaw, in Assiniboin, on the Main Line of the C.P.R. Within a few miles of Sudbury, and reached by two short branch lines of railway, are the most extensive copper and nickel deposits known in the world. Large quantities of the ores have been shipped from the mines, and a number of smelting furnaces are in operation near Sudbury reducing the ores on the spot. Approaching <i>Phelans</i> , a good view of the high falls of the Vermillion River is to be had for a moment; and from here to <i>Biscotasing</i> the scenery is particularly fine. <i>Cartier</i> is a divisional point, with the usual collection of sidings and railway structures. <i>Biscotasing</i> is situated on an extensive and irregular lake of the same name, and has a considerable trade in furs and lumber. <i>Chapleau</i> (pop. 700) is another divisional point, with railway workshops and is a thriving railway town. Farming operations on a small scale have recently been commenced here. It is charmingly situated on Lake Kabedqueshing, the waters of which flow into James' Bay. Near <i>Missanabie</i> , where Dog Lake is crossed, a short	Min'g	
788	a 6.00	<b>Chapleau</b>	P.M. 1.9.15	2290
802	/ 6.05	<b>Pardee</b>	a 9.10	2278
817		<b>Windermere</b>		2261
833		<b>Dalton</b>	Wed- nesday Oct. 9	2245
847	a 8.05	<b>Missanabie</b>		2281
857	/ 9.05	<b>Lochalsh</b>		2221
866	A.M.	<b>Otter</b>		2212
883		<b>Grassett</b>		2195
899		<b>Amyot</b>		2179

way workshops and is a thriving railway town. Farming operations on a small scale have recently been commenced here. It is charmingly situated on Lake Kabedqueshing, the waters of which flow into James' Bay. Near *Missanabie*, where Dog Lake is crossed, a short

Miles From Quebec	West- bound Train	STATIONS - DESCRIPTIVE NOTES	East- bound Train	Miles From Vancouver
Wed. Wednesday Sep. 26		portage connects the waters flowing southward into Lake Superior with those flowing northward into Hudson Bay. Furs are brought here from the far north for shipment. Nineteen miles south of Missanabie is excellent trout fishing, and the country is rich in minerals. Beyond Missanabie for sixty miles are many very heavy rock cuttings.		
A.M.			P.M.	
910 a11.35			74.65	2156
835 111.10			64.80	2143
949				2129
950				2110
910				2104
975 P.M. 1.45			2.40	2107
983				2095
994				2084
1002				2070
1010 3.10			1.10	2059
		<i>White River</i> is another divisional point with extensive yards and sidings for the handling of trains. From White River station the railway follows the river of the same name to Round Lake, and then crosses a level tract with occasional rocky uplifts to the Big Pic River, which is crossed by a high iron bridge; and a mile beyond is <i>Heron Bay</i> , from which for sixty miles the line is carried through and around the bold and harsh promontories	Lauv- ing Lake Su- perior	
1038 a3.55			7.12.30	2040
1052 4.05			a12.20	2020
1068				2010
1076				2002
1084				1994
Lake Su- perior		<i>Schreiber</i> of the north shore of Lake Superior, with deep rock cuttings, viaducts and tunnels constantly occurring, and at frequent intervals, where the railway is cut out of the face of the cliffs, the lake comes into full view. There is a great sweep around Jack Fish Bay. Jack Fish is the great coaling station for the railway on the northeast angle of Lake Superior, and near it gold mines are being profitably operated. Beyond <i>Schreiber</i> (a divisional point and refreshment station) a chain of islands separates Nipigon Bay from Lake Superior, and the shore of the bay is followed to and beyond <i>Nipigon</i> station. Between <i>Rosport</i> and <i>Gravel River</i> is some of the heaviest construction work on the entire line of railway. The constantly changing views on Nipigon Bay are charming. All of the		
		<i>Nepigon</i> streams emptying into Lake Superior contain speckled trout in plenty, and in some of the streams, Nipigon River	Superb view	
1101 6.10 P.M.		<i>Wolf River</i>	9.55 A.M.	1977
1118		<i>Pearl River</i>		1960
1134		<i>Loon Lake</i>		1944
1142		<i>Mackenzie</i>		1936
1157				1928

especially, they are noted for their

## TRANS-CONTINENTAL RAIL ROUTE

Miles From Quebec	West bound Train
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## STATIONS DESCRIPTIVE NOTES

Trout  
fishing

large size. Nepigon River, which is crossed by a fine iron bridge a little before reaching the station, is a beautiful stream, well known to sportsmen. Everywhere on Lake Superior, whitefish and the large lake trout are common. Three miles beyond Nepigon the railway turns around the base of Red Rock, a high bright red cliff, and avoiding the heads of Black Bay and Thunder Bay, takes a straight course for Port Arthur, and from the higher elevations delightful views of Thunder Bay are to be had.

LEAVES  
P.M.  
8.25  
West  
Monday  
Sept. 25

ARRIVES  
7.15  
West  
Tuesday  
Oct. 2

TRANSPORT  
WEEKLY  
TICKET  
SCHEDULE

LEAVES  
7.15  
West  
Monday  
Oct. 2

**Port Arthur** Pop. 3,214. On the west shore of Thunder Bay, an important arm of Lake Superior. It has substantial buildings and hotels and is the western terminus of the Lake Superior Division and eastern terminus of Western Division.

## Port Arthur and Laggan: 1,387 Miles (Western Division)

Mr. J. W. Leonard, General Superintendent, Western Division  
Mr. D. G. Ross, Superintendent, Port Arthur to Winnipeg  
Mr. Bobt Peard, do, Winnipeg to Brandon  
Mr. C. W. Milletane, do, Brandon to Swift Current  
Mr. J. Niblock, do, Swift Current to Laggan

Miles From Quebec	West bound Train
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## STATIONS DESCRIPTIVE NOTES

LEAVES  
10.25  
West  
Monday  
Sept. 25

ARRIVES  
6.45  
West  
Tuesday  
Oct. 2

1170 a.m. 10.40  
/ 20.00

6.30  
a. 6.10  
Wed  
Tuesday  
Oct. 3

Silver  
Mines

**Port Arthur**—Here "Central" standard time begins—an hour earlier than "Eastern."

CENTRAL TIME  
(Port Arthur to Brandon)

**Fort William**—Pop. 3,033.—A short distance from the mouth of the Kaministiquia River, a broad deep stream with firm banks, affording extraordinary advantages for lake traffic.

From the beauty of situation, accessibility and the opportunities for sport in the neighbourhood, Fort William and Port Arthur have become favorite resorts for tourists. A long promontory of basaltic rock on the opposite side of the bay, called the "Sleeping Giant," the Indian legend regarding whom takes one back to aboriginal days, terminates in Thunder Cape, behind which lies the once famous Silver Islet, which has yielded almost fabulous wealth, but the mines being flooded have been abandoned. Pie Island, another mountain of columnar basalt, divides

## STATIONS: DESCRIPTIVE NOTES

	The Harbor		Thur day Bay
1177	<b>Neebing</b>		1601
1183	<b>Murillo</b>		1646
1188	<b>Kakabeka</b>		1649
1194	<b>Kaministiquia</b>		1654
1199	<b>Sunshine</b>		1670
1203	<b>Finmark</b>		1675
1210	<b>Buda</b>		1688
1216	<b>Oskondiga</b>		1692
1221	<b>Dexter</b>		1694
1229	<b>Linkoping</b>		1699
1235	<b>Atbara</b>		1703
1242	<b>Savanne</b>		1709
1254	<b>Upsala</b>		1724
1290	<b>Carlistadt</b>		1718
1297	<b>Niblock</b>		1711
1273	<b>Shebandowan</b>		1693
1292	<b>English River</b>		1700
1913	Higher than Ni- agara	and mineral deposits. <i>Murillo</i> is the railway station for the Rabbit Mountain silver district, and four miles from the station are the Kakabeka Falls, where the Kaministiquia leaps from a height rivalling that of Niagara. The falls are best reached from Fort William by railway. The railway follows up this river to <i>Kaministiquia</i> , and then ascends the Mattawan and Wabigoon rivers; and there is excellent trout fishing near all the stations as far as <i>Finmark</i> . Wolseley led an army from Fort William to Fort Garry (now Winnipeg)	
1908			
1300	<b>Bonheur</b>		1778
1313	<b>Falcon</b>		1765
1318	<i>a</i> 24.58 <i>b</i> 1.08	<i>c</i> 1.35 <i>d</i> 1.25	1780
1323	<b>Ignace</b>		1755
1325	<b>Osaquan</b>		1753
1326	<b>Mogrund</b>		1752
1333	<b>Butler</b>		1745
1339	<b>Raleigh</b>		1730
1346	<b>Bigsby</b>		1732
1352	<b>Tache</b>		1720
1356	<b>Dymant</b>		1722
1363	<b>Brule</b>		1715
1368	<b>Dinorwic</b>		1710
1376	<b>Wabigoon</b>		1702
1381	<b>Barclay</b>		1697
1388	<b>Dryden</b>		1690
	<b>Oxdrift</b>		

	STATIONS	Distance from Portage la Prairie	Estimated Year of Completion
1460	<b>Minnetakie</b>		
1466	<b>Eagle River</b>		1865
1468	<b>Vermillion Bay</b>		1866
1470	<b>Gilbert</b>		1870
1472	<b>Parrywood</b>		1862
1478	<b>Jack Pine</b>		1858
1483	<b>Summit</b>		1850
1485	<b>Hawk Lake</b>		1848
1486	<b>MacMillan</b>		1850
1489	<b>Bevill</b>		1852
1493	<b>Margach</b>		1858
1494	<b>Garwood</b>		1858
1495	<b>Rat Portage</b>		1858
	The Lake of the Woods	Thurs. day Sept. 5	Tues. day, Oct. 3
		at 3.30 P.M.	
1467	<b>Keewatin</b>		
1473	<b>Osterlund</b>		1861
1477	<b>Busteed</b>		1865
1482	<b>Deception</b>		1861
1488	<b>Horner</b>		1868
1494	<b>Ingolf</b>		1860
1499	<b>Cross Lake</b>		1864
1507	<b>Telford</b>		1879
1513	<b>Rennie</b>		1571
1521	<b>Culver</b>		1563
1528	<b>Darwin</b>		1557
1535	<b>Whitemouth</b>		1560
1541	<b>Shelly</b>		1543
1546	<b>Julius</b>		1537
1551	<b>Molson</b>		1532
1559	<b>Beausejour</b>		1527
1567	<b>Tyndall</b>		1518
1575	<b>Selkirk</b>		1511
1581	<b>Gonor</b>		1503
1588	<b>Bird's Hill</b>		1497
	large sawmills, which produce the product of		1490

large sawmills, the product of which is shipped westward to the prairies. It is the key to the great gold-fields now being developed in

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10-10  
10-10

**STATIONS** *From Native Names*

卷之三

1662  
1663  
1670  
1682  
1685  
1690  
1693  
1699  
1702  
1709  
1722  
1730  
1741

Its immediate vicinity and in the Rainy Lake and Nelson River districts to the south, which are easily reached by steamer, the route lying through one of the most picturesque regions on the continent. The Lake of the Woods is the largest body of water touched by the railway between Lake Superior and the Pacific. Its fisheries are very valuable, the annual shipments being large. The lake is studded with islands and is a favorite resort for sportsmen and pleasure seekers. Its waters break through a narrow rocky rim at Rat Portage and Keewatin, and fall into the Winnipeg River. Near Keewatin are the immense works of the Keewatin Power Co., creating one of the greatest water-powers in the world, making of the Lake of the Woods a gigantic mill pond with an area of 3,000 square miles, and affording most convenient sites for pulp-mills, sawmills, flouring mills and other establishments for supplying the needs of the great Northwest and for manufacturing its products on their way to eastern markets. At Keewatin (pop. 1,400) is a mammoth flouring mill, owned and operated by the Lake of the Woods Milling Co., built of granite quarried on the spot. Numerous pretty lakes are passed, and Manitoba is entered just after leaving Ingolf. At Whitemouth, where settlement is reaching large proportions, sawmills again occur, and beyond, to Red River, the country flattens out and gradually assumes the characteristics of the prairie. At Bad Selkirk the line turns southward following Red River towards Winnipeg, and at St. Boniface (pop. 2,244) the river is crossed by a long iron bridge, and Winnipeg is reached.

12443 011-340  
/ 12-30

Thurs.  
day,  
Sept 28

**Winnipeg** - Alt. 700 ft. - Population 42,336. Capital of the Province of Manitoba, formerly known as Fort Garry (pop. in 1871, 100). Situated at the juncture of the Red and Assiniboine Rivers, both navigable by steamboats, it has been, for many years, the chief port of the Hudson's Bay Company, which has here very extensive establishments. Winnipeg commands the trade of the vast region to the north, east and west. The city is handsomely built, superior brick and stone being available; and has electric street railways, electric lights, parks, hospital, great flouring mills and grain elevators, a huge abattoir, and

16.40 1482

THE  
CLASS.  
CHAP.

Miles From Quinte	West Bound Train	STATIONS - DESCRIPTIVE NOTES	East bound Train	Miles From Vance
		many public buildings, including Provincial and Dominion offices. The chief workshops of the C. P. Ry. between Montreal and the Pacific are here, and the train-yard contains more than forty miles of sidings. Railway lines radiate in all directions. Though		
1063		Bergen		
1071		Rosser		
1078		Meadows		
1085		Marquette		
1091		Reaburn		
1098		Poplar Point		
		the country here is apparently level as a billiard-table, there is really an ascent of 100 feet from Winnipeg to Portage la Prairie. There is a belt		
		of fertile land west of Winnipeg, but from Rosser as far as Poplar Point, the settlement is slight, due to the fact that it is mostly held by speculators; and the scattered farms visible are chiefly devoted to dairy products and cattle breeding. Beyond Poplar Point farms appear almost continuously. The line of trees not far away on the south marks the course of the Assiniboine River, which the railway follows for 130 miles. Marquette is exactly half-way between Montreal and Vancouver.		
1152	12:20	Portage la Prairie	Alt. 800 ft. - Pop. 4,111. On the Assiniboine River. The market town of a rich and populous district, and one of the principal grain markets in the province. It has large flouring mills and grain elevators, and several other industries.	1475
Thurs. day, Sep. 20				Tues. day, Oct. 8
				1407
				1400
				1453
				1417
				1415.00
				1442
650		Burnside		
687		Bagot		
773		McGregor		
881		Austin		
889		Sidney		
994		Melbourne		
002		Carberry		
10		Sewell		
18		Douglas		
23		Chater		
		Between Portage la Prairie and Brandon, stations succeed one another at intervals of five or eight miles, and many of them are surrounded by bright and busy towns; and at nearly all are tall and massive elevators, with now and then a flouring mill. After passing through a bushy district, with frequent ponds and small streams, containing many stock farms, for which it is peculiarly adapted, the railway rises from Austin along a sandy slope to a plateau, near the centre of which is situated Carberry (pop. 1,023), an important grain market. From Sewell it descends again to the valley of the		
				1419
				1411
				1405
				1397
				1389
				1384
				1376
				1368
				1360
				1355
The Assini- boine			CEN- TRAL TIME Bran- don to Port Ar- thur)	

The  
Assimi-  
lation

## TRANSCONTINENTAL RAIL ROUTE

4

**TRANSCONTINENTAL MAIL ROUTE**

Miles from Quebec	West bound Train	CONTINENTAL RAIL ROUTE	East- bound Train	Miles from Vancouver	
		STATIONS - DESCRIPTIVE NOTES			
Large Wheat Farms		important local markets. A little beyond Sintaluta, Indian Head is approached. The Government farm is situated on the north side of the railway, and in this locality are numerous large farms on which great yields of wheat are obtained. The town of Indian Head is making rapid growth, consequent upon the successful farming of the district around it.	Large Wheat Farms		
1920		<b>Qu'Appelle</b> —Alt. 2,950 ft. The supplying and shipping point for a large section. A good road extends northward to Fort Qu'Appelle and beyond. Fort Qu'Appelle, twenty miles distant, is an old post of the Hudson's Bay Company, beautifully situated on the Fishing Lakes in the deep valley of the Qu'Appelle River. There are several Indian reservations in its vicinity, and an important Indian mission and school.	Qu'Ap- pelle Valley	1158	
Fort Qu'Ap- pelle					
28					
37					
44					
The Regina plain		<b>McLean</b> <b>Balganie</b> <b>Pilot Butte</b>	For eight miles beyond Qu'Appelle station the country is somewhat wooded. At McLean (which stands 200 feet higher than Qu'Appelle and 375 feet higher than Regina) the great Regina plain is entered. This plain extends westward as far as the Dirt Hills, the northward extension of the great Missouri Coteau, and these are soon seen rising on the southwestern horizon, a dark blue line. The plain is a broad, treeless expanse of the finest agricultural land, with little change in the soil to a depth of twenty feet or more. Within a mile of Balganie station is the first or more easterly farm of the Canadian Land & Ranche Company, a farm chiefly devoted to grain growing, there being 4,000 acres in crop. Passing Pilot Butte, a rounded hill lending its name to an unimportant station near by, Regina is seen spread out on the plain ahead.	The Reg'na plain	1150 1141 1134
12.00 15.00 Friday Sep. 27		<b>Regina</b> —Alt. 1,875 ft.—Pop. 2,625.—The capital of the Northwest Territories and the distributing point for the country far north and south. The Executive Council of the Northwest Territories, embracing the districts of Assiniboia, Alberta, Saskatchewan and Athabasca, meets here, and the jurisdiction of the Lieutenant-Governor, whose residence is at Regina, extends over all these districts. Beyond the station the territorial governmental offices	Satur- day, Oct. 5	20.00 1125	
Capital of N.W. Terr's					

## STATIONS—DESCRIPTIVE NOTES

Rail-bound Train	Miles from Vancouver	Westbound Train	Miles from Vancouver
		M'nt'd Police	
1963		<b>Grand Coulee</b>	The barracks, officers' quarters, offices, storehouses, and the imposing drill-hall, together make a handsome village. From <i>Pasqua</i> a branch line extends southeast through Estevan to the international boundary line at Portal, where connection is made with the Soo Line from St. Paul and Minneapolis, and it is by this route that passengers from the Middle States travel to the Pacific Coast.
1970		<b>Pense</b>	1115
1978		<b>Belle Plaine</b>	1108
1986		<b>Pasqua</b>	1100
			1092
1158			
1094	at 17.80 1/17.10 Friday, Sep. 27	<b>Moose Jaw</b> —Alt. 1,725 ft.—Pop. 2,200. A railway divisional point and a busy market town, near the western limit of the present settlements. The name is an abridgment of the Indian name, which, literally translated, is "The-creek-where-the-white-man-mended-the-cart-with-a-moose-jaw-bone," and specimens of the Great Cree Nation, painted and blanketed, may be seen lounging about this and other stations further east.	118.10 at 18.00 Saturday, Oct. 5
1150			
1141			
1134			
125			
		<b>Boharm</b>	From Moose Jaw the line steadily rises on the eastern slope of the <i>coteau</i> and winds through an irregular depression to the basin of the Old Wives' Lakes—extensive bodies of water having no outlet and consequently alkiline.
		<b>Caron</b>	1076
		<b>Mortlach</b>	1067
		<b>Parkbeg</b>	1060
		<b>Secretan</b>	1049
		<b>Chaplin</b>	1039
		<b>Ernfold</b>	1030
		<b>Morse</b>	1021
		<b>Herbert</b>	1010
		<b>Rush Lake</b>	1001
		<b>Waldeck</b>	993
		<b>Aikins</b>	985
			977
		The Buffalo plains	
		Game & wild fowl	Wild fowl

northern-most of these lakes is reached at *Chaplin*. The country is treeless from the eastern border of the Regina plain to the Cypress Hills, 200 miles, but the soil is excellent nearly everywhere. The prairies about and beyond Old Wives' Lakes are marked in all directions by old buffalo trails and scarred and pitted by their "wallows." Antelope may be sometimes seen, and coyotes and prairie dogs. Near *Morse* is a salt lake, and not far beyond is *Rush Lake*, a large area of fresh water and a favorite resort of water fowl—

## TRANSCONTINENTAL RAIL ROUTE

## STATIONS—DESCRIPTIVE NOTES

Miles from Quaker	West Bound Train
2106	Canadian Agric'l Co.'s Farm
2107	Fr day Sep 27 720, 40 720, 50
2116	
2121	
2128	
2135	
2142	
2151	
2158	
2161	
2172	
2182	
2193	23.42
2202	
2212	
2217	
2224	
2234	
2249	
2251	
Forres	
Cummings	
Walsh	
Irvine	
Dunmore	
Dunmore Jct.	

swans, geese, ducks and pelicans—which at times congregate here in myriads. At *Rush Lake* on the north side of the line is the second of the Canadian Land & Ranche Company's farms, and on the south side that Company has 700 acres under irrigation. There are a number of these in various districts aggregating about 110,000 acres. Each of them contains an area of about 10,000 acres.

**Swift Current** Alt. 2,400 ft.—A railway divisional point, on a pretty stream of the same name. At *Swift Current* is the principal sheep farm of the Canadian Land & Ranche Company, from which during each year a large crop of wool is shipped. From this farm and outlying stations within 25 miles, the Company annually round-up 16,000 sheep. The well appointed farm buildings can be seen on the hills immediately south of the station. Close to them the Government has erected a Meteorological Observing Station.

<b>Leven</b>	From here to
<b>Seward</b>	Medicine Hat,
<b>Webb</b>	on the South
<b>Antelope</b>	Saskatchewan
<b>Gull Lake</b>	River, the line
<b>Carmichael</b>	skirts the northern
<b>Tompkins</b>	base of the
<b>Sidewood</b>	Cypress Hills,
<b>Crane Lake</b>	which gradually
<b>Colley</b>	rise towards
<b>Maple Creek</b>	the west until
<b>Kincorth</b>	they reach an
	altitude of 3,800
	ft., and in many
	places are cov-
	ered with valua-
	ble timber.

At *Gull Lake* is another farm of the Canadian Land & Ranche Co., which is entirely devoted to sheep, 6,000 being usually wintered there. *Crane Lake*, where there is another farm, is the Company's headquarters. This farm, 1,200 acres of which are irrigated, is entirely devoted to stock raising, 7,000 cattle and 500 horses being usually on the range.

<b>Forres</b>	Lakes and
<b>Cummings</b>	ponds, some
<b>Walsh</b>	fresh, some
<b>Irvine</b>	alkaline, occur-
<b>Dunmore</b>	at intervals to
<b>Dunmore Jct.</b>	<i>Maple Creek</i> .

At this station are extensive yards for the

East Bound Train	Miles from Quaker
Canadian Agric'l Co.'s Farm	
Satur- day, Oct. 5	
143.30	
a13.20	971

Satur-  
day,  
Oct. 5

962
957
950
943
936
927
920
917
908
896
885
876

## STATIONS - DESCRIPTIVE NOTES

Locality	Miles from Vancouver
Eastbound Train	
Westbound Train	

shipment of cattle. The town is supported by trade with the cattle ranches, and farming is successfully carried on in the vicinity. From *Forres* to *Dunmore*, rocks of the Cretaceous age occur, in which the remains of gigantic saurians and other extinct animals are abundant. At *Dunmore*, the Canadian Land & Ranch Company has what may be taken as a typical mixed farm, for not only are capital crops raised here, but a number of valuable horses and cattle are bred and pastured here. From *Dunmore*, the *Crow's Nest Line* leads off westerly through the *Crow's Nest Pass* of the Rocky Mountains to *Kootenay Lake* and to the mines of the *Kootenay*, in whose greater development it is proving a powerful factor by supplying cheap fuel for its smelters from the *Fernie* mines.

From *Dunmore* Jet. the main line of the Canadian Pacific Railway drops into the valley of the *South Saskatchewan*, which is crossed by a fine steel bridge at *Medicine Hat*.

**Medicine Hat**—Alt. 2,150 ft. (indicating the local depression of the river-valley). — Pop. 1,600. A railway divisional point, with repair shops, etc. The town is in the centre of a magnificent ranching district, and has churches, hospital and other public buildings. An important station of the Mounted Police is established here. There are several coal mines and natural gas wells in the vicinity.

962	2256	at 1.50 1/2.00	78.20 at 8.10	822
957	2261		Satur- day, Octo- ber 5	
950	2271			
943	2283			
936	2291			
927	2300			
920	2309			
917	2320			
908	2329			
896	2337			
885	2346			
876	2354			
86	2362			
81	2373			
84				
84				
9				
7				

<b>Stair</b>	<b>Beyond the</b>	<b>814</b>
<b>Bowell</b>	<b>rivier the rail-</b>	<b>807</b>
<b>Suffield</b>	<b>way rises to the</b>	<b>795</b>
<b>Langevin</b>	<b>high prairie-</b>	<b>787</b>
<b>Kinininvie</b>	<b>plateau which</b>	<b>778</b>
<b>Tilley</b>	<b>extends, gradu-</b>	<b>769</b>
<b>Bantry</b>	<b>ally rising, to</b>	<b>758</b>
<b>Cassils</b>	<b>the base of the</b>	<b>749</b>
<b>Southesk</b>	<b>mountains. At</b>	<b>741</b>
<b>Lathom</b>	<b>Stair the rail-</b>	<b>732</b>
<b>Bassano</b>	<b>way crosses the</b>	<b>724</b>
<b>Crowfoot</b>	<b>first of the</b>	<b>716</b>
<b>Cluny</b>	<b>Canadian Land</b>	<b>705</b>
	<b>&amp; Ranch e</b>	
	<b>Company's</b>	
	<b>farms west of</b>	
	<b>the Saskatchewan,</b>	
	<b>where one</b>	

of the largest herds of Galloway cattle in the world is to be seen. There is a strong up-grade to *Bowell*, then a rapid descent to *Suffield*, followed by a steady rise. *Bow River* occasionally appears at the south. The prairie here is seen to advantage



		STATIONS - DESCRIPTIVE NOTES	
281		and before August it is a billowy ocean of grass. Cattle ranches are spread over it, and farms appear at intervals. The entire country	697
218		is underlaid with two or more beds of good coal, and natural gas is frequently found in boring deep wells. This gas is utilized	685
207		at <i>Langerin</i> in pumping water for the supply of the railway, and both there and at <i>Tilley</i> it can be seen burning brightly. From this station, on a very clear day, the higher peaks of the Rocky Mountains may be seen 150 miles away. At <i>Crowfoot</i> they may again be seen. This station is on the borderland between the districts of Assiniboin and Alberta. Near Crowfoot, and south of the railway, is a large reservation occupied by the Blackfoot Indians, and some of them are seen about the stations. At <i>Namaka</i> is located one of the most productive farms owned by the Canadian Land & Ranch Company. The Company has 1,000 acres under crop here and reap excellent harvests. Beyond <i>Gleichen</i> (a railway divisional point, alt. 2,900 ft.) the Rockies come into full view - a magnificent line of snowy peaks extending far along the southern and western horizon. At <i>Langdon</i> the railway falls to the valley of Bow River where there is another 10,000 acre farm of the Canadian Land & Ranch Company, devoted principally to cattle and horse raising, and a few miles beyond <i>Shepard</i> the river is crossed by an iron bridge and the foot-hills are reached.	673
210		First sight of the Rockies	662
202		at	652
213		<i>Namaka</i>	
207		<i>Strathmore</i>	
210		<i>Oheadie</i>	
210		<i>Langdon</i>	
210		<i>Shepard</i>	
213		Na'tral gas	
213		Last glimpse of the Rockies	
213		Saturday, Sep. 28	Saturday, Oct. 5
213	Alt. 8,30 / 16,15	<b>Calgary</b> - Alt. 3,388 ft. - Pop. 5,738. The most important, as well as the handsomest, place between Brandon and Vancouver, has recently been created a city. It is charmingly situated on a hill-girt plateau, overlooked by the white peaks of the Rockies. It is the centre of the trade of the northern part of the great ranching country and the chief source of supply for the mining districts in the mountains beyond. Excellent building materials abound in the vicinity. Lumber is largely made here from logs floated down Bow River. From Calgary, a branch line runs north to Edmonton on the Saskatchewan, and south to	1.40 a 1.30
213		Calgary's advantages	642
213		Importance of Calgary	

## TRANSCONTINENTAL RAIL ROUTE

## STATIONS—DESCRIPTIVE NOTES

			Mile Mark Station	Mile Mark Station		Mile Mark Station
2445	<b>Keith</b>	Alt. 3,525 ft.		By the time		
2459	<b>Cochrane</b>	Alt. 3,700 feet		Cochrane is reached, the		633
2469	<b>Padnor</b>	Alt. 3,800 feet		traveller is well		619
2478	<b>Morley</b>	Alt. 4,000 ft.		walked in the		609
				rounded grassy		
				river "benches"		600
	<i>The ranches of the foot-hills</i>					
				or terraces. Here the valleys are		
				seen to cut the mountains trans-		
				versely. Further on, in the main		
				ranges, as distinct from the foot-		
				hills, the valleys will be found		
				running parallel with the moun-		
				tains, north and south, and these		
				valleys open into each other across		
				the mountain ranges by the passes,		
				or what is locally known as "di-		
				vides," the lowest of which is 5,000		
				feet above sea level, the highest		
				7,100 feet. Geologically the trans-		
				verse valleys by which entrance is		
				made to the mountains represent		
				the grooved course of ancient gla-		
				ciers, and many of the rivers flow-		
				ing in these beds can be followed di-		
				rectly up to the remnants of these		
				ancient glaciers. The remnant gla-		
				cier of the Bow River to day occu-		
				pies a field thirty miles long by six		
				to ten broad. Extensive ranches		
				are passed in rapid succession—great		
				herds of horses in the lower valleys,		
				thousands of cattle on the terraces,		
				and flocks of sheep on the hill-tops		
				may be seen at once, making a pic-		
				ture most novel and interesting.		
				Sawmills and coal mines appear		
				along the valley. After leaving		
				Cochrane, and crossing the Bow,		
				the line ascends to the top of the		
				first terrace, whence a magnificent		
				outlook is obtained towards the		
				left, where the foot-hills rise in suc-		
				cessive tiers of sculptured heights to		
				the snowy range behind them.		
				<i>Morley</i> is interesting to the tourist		
				as the reservation of the Stoney In-		
				dians, once the most warlike tribe		
				of the native races of America, but		
				now one of the most industrious and		
				peaceful.		
2490	<b>Kananaskis</b>	—Alt. 4,100 feet		Approaching		588
2498	<b>The Gap</b>	—Alt. 4,200 feet		Kananaskis the		580
				mountains sud-		
				denly appear		
				close at hand		
				and seemingly an impenetrable bar-		
				rrier, their bases deeply tinted in		

## STATIONS - DESCRIPTIVE NOTES

East bound Train	Mile From Vancouver
------------------------	---------------------------

633
-----

619
-----

609
-----

600
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Kan- an- askis Falls
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En- trance to the Rock ies
--

The Three Sisters
-------------------------

Ge- ology of the moun- tains
--

purple, and their sides flecked with white and gold, while high above, dimly outlined in the mists, are distant snowy peaks. The Kananaskis River is crossed by a high iron bridge, a little above where it joins the Bow, and the roar of the great falls of the Bow (called Kananaskis Falls) may be heard from the railway. Here the difference between an ordinary upland stream and a glacier-fed river is first noticed. Tumbling from great heights, the former may be foamy and tumultuous; but the latter is always milky-green, with the sediment of glacial silt, infinitesimally fine particles formed by the grinding of the ice over the rocks. The mountains now rise abruptly in great masses, streaked and capped with snow and ice, and just beyond *Kananaskis* station a bend in the line brings the train between two almost vertical walls of dizzy height. This is the gap by which the Rocky Mountains are entered. Through this gateway the Bow River issues from the hills. Beyond it the track turns northward and ascends the long valley between the Fairholme Range on the right and the Kananaskis Range opposite. The prominent peak on the left is Pigeon Mountain, and in approaching the station called *The Gap*, a magnificent view is obtained of Wind Mt. and the Three Sisters also on the left. A remarkable contrast between the ranges ahead is noticeable. On the right are fantastically broken and castellated heights; on the left, massive snow-laden promontories, rising thousands of feet, penetrated by enormous alcoves in which haze and shadow of gorgeous coloring lie engulfed. The jaggedness of profile observed from the plains is now explained. These mountains are tremendous uplifts of stratified rocks, of the Devonian and Carboniferous ages, which have been broken out of the crust of the earth slowly heaved aloft. Some sections miles and miles in breadth, and thousands of feet thick, have been pushed straight up, so that their strata remain almost as level as before; others are tilted more or less on edge (always on this slope towards the east) and lie in a steeply slanting position; still other sections are bent and crumpled under prodigious side-pressure, while all have been broken down and worn away until now they are only colossal fragments of the original

Kan- an- askis Falls
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Exit from the mountain thru' Bow River Gap
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Peculi- arities of moun- tain scenery
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## STATIONS—DESCRIPTIVE NOTES

THE  
THREE  
SISTERS

PA.  
MONT.  
WASH.

upheaval. This disturbed strata-  
tion is plainly marked upon the  
face of the cliffs, by the ledges that  
hold the snow after it has dis-  
appeared elsewhere, or by long lines  
of trees, which there alone can main-  
tain a foothold; and this peculiarity  
is one of the most striking and  
admirable features of the scenery.  
Many ranges of prodigious moun-  
tains like these must be traversed  
before the Pacific Coast is reached,  
and grandeur and beauty will crowd  
upon the attention without ceasing,  
as the train speeds through gorge  
and over mountain, giving here a  
vast outlook, and there an interior  
glimpse, then exchanging it for a  
new one with the suddenness of a  
kaleidoscope.

2501

**CANMORE**—Alt. 4,230 feet. Pop. 300. Railway divisional point, near which are large coal mines, in which with those at Anthracite \$1,000,000 have been invested. From the station a striking profile of the Three Sisters, the third or furthest south rising to an altitude of 10,000 feet, is obtained, with Wind and Pigeon mountains looming up beyond. On a hill behind the station, and all along the embankments of the valley traversed by the railway, are groups after group of isolated and curiously weathered conglomerate monuments, called "hoodoos"; giant earthen pillars, ten times the height of a man—some of them composed of hard enough material to withstand the erosions that have played havoc with the surrounding bank. On either side of the beautiful level valley, the mountains rise in solid masses westward, until the great bulk of Cascade Mt. closes the view.

The  
Three  
Sisters

678

2513

**ANTHRACTITE**—Alt. 4,350 ft.—The pass narrows suddenly, and as the mountains are penetrated the scenery becomes grander and more awe-inspiring. The walled masonry, shooting up in Seven Peaks on the left, is Rundle, called after a missionary to the Indians. Here the line for a time leaves the Bow and strikes up the valley of the Cascade River, directly toward the face of Cascade Mt., which though miles away, is apparently but a stone's throw distant, and which seems to rise in enormous mass and advance bodily to meet us; this marvellous effect should not be missed by the traveller. In the shadow of the Cascade Mt., at Anthracite station, are the great coal mines which

Cas-  
cade  
Mt.

505

Beauty  
of the  
pass

An-  
thrac-  
ite  
coal

## STATIONS - DESCRIPTIVE SECTION

An- thra- cite coal	penetrate a spur of the Fairholme sub-range. This coal is a true an- thracite of high quality, and the mines are developing rapidly under scientific methods, the output largely supplying the country from the coast as far east as Winnipeg.	Arrive 11:30 Natur- day, Sep. 23 Leave 8:30 Sun- day, Sep. 24 Rocky Mtn'n Park	Alt. 4,500 ft. Station for Rocky Mountain Park and the Hot Springs — a medicinal watering place and pleasure resort. This park is a national reservation, 26 m. long N.E. and S.W. by 10 m. wide, embracing parts of the valleys of the Bow, Spray and Cascade rivers, Devil's Lake and several noble mountain ranges. No part of the Rockies ex- hibits a greater variety of sublime and pleasing scenery; and nowhere are good points of view and features of special interest so accessible, since many good roads and bridle paths have been made. The railway sta- tion at Banff is in the midst of im- pressive mountains. The huge mass northward is Cascade Mt. (9,750 ft.); eastward is Mt. Inglismaldie, and the heights of the Fairholme sub- range, behind which lies Devil's Lake. Southeastward from Inglis- maldie, in the same range of the Fairholmes, the sharp cone of Pee- chee (called after an Indian chief), closes the view in that direction; this is the highest mountain visible, exceeding 10,000 ft. To the left of Cascade Mt., and just north of the track rises the wood-like ridge of Squaw Mt., beneath which lie the Vermillion Lakes, seen just after leaving the station. Up the Bow, westward, tower the distant, snowy, central heights of the Main Range about Simpson's Pass, most promi- nently the square wall-like crest of Mt. Massive. A little nearer, at the left, is seen the northern end of the Bourgeau Range, and still nearer, the razor-like back of Sulphur Mt., along the side of which are the Hot Springs. The isolated bluff south- ward is Tunnel Mt., while just be- hind the station, Rundle Peak rises sharply, so near at hand as to cut off all the view in that direction. Just before reaching the station, the train passes along a large corral of 500 acres in which are a number of buffalo, the last specimens of the monarchs of the plains. The village of Banff is a short distance south- west of the station, on the hither side of the Bow, and the C.P.R. Hot Springs hotel about a mile further on. A steel bridge takes the car- riage-road across to the hotel, built	/ 22.00 10/10 Fri- day, Oct. 4	Rocky Mtn'n Park	Devil's Lake
Can- cade Mtn'in		Names of mountain- seen at Banff	Names of mountain- visible from the station			

\* H. R. H. the Duchess of Cornwall and York will remain at Banff on the east-bound journey until 21:30 o'clock on Sunday, Oct. 6, and arrive at Poplar Point at 10:30 on Tuesday, Oct. 8.

Winnipeg  
Saskatoon  
Regina  
Moose Jaw  
Yamhill  
Lethbridge  
Calgary  
Banff  
Kananaskis  
Canmore  
Lake Louise  
Banff  
Hot Springs  
Banff  
Village

## STATIONS—DISCUSSIONS NOTES

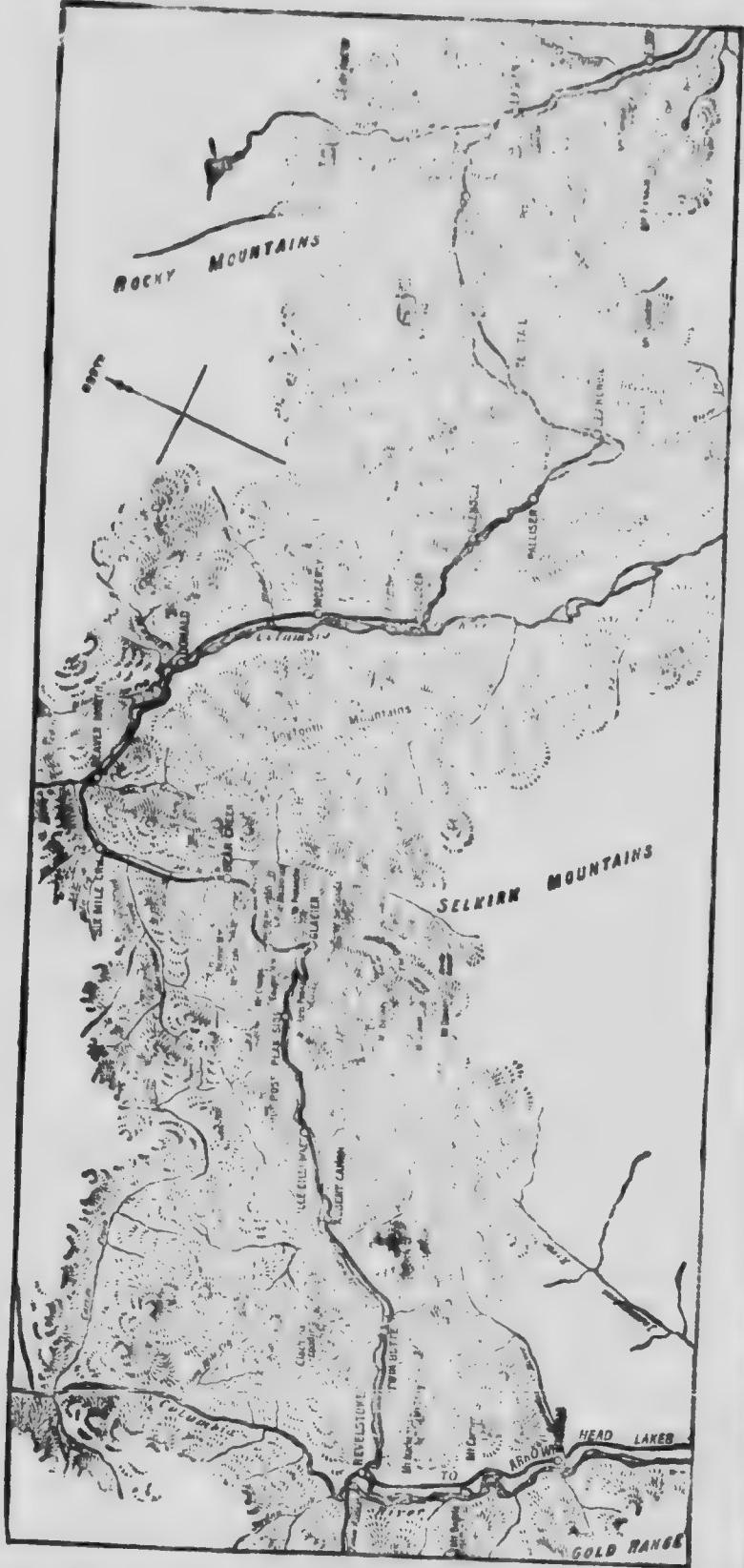
by the railway company, on an eminence between the foaming falls in the Bow and the mouth of the rapid Spray River. There are also a sanatorium and hospital in the village, and a museum of more than local interest has been established by the Government. Eight miles from Banff, lying between Inglenook and Pocahontas, is Devil's Lake. There is capital fishing, the trout being of extraordinary size. Wild sheep (the big-horn) and mountain goats are occasionally to be seen on the neighbouring heights. Some extraordinary fossil remains and markings of mammoth prehistoric creatures are found on the mountain slopes surrounding this lake as well as on Cascade Mountain. At the upper end of the lake is the Valley of Ghost River, a strange cleft where the mountain rivulets gurgle off into subterranean reservoirs and the granite walls are pitted with caves. The hot springs are at different elevations upon the eastern slope of Sulphur Mt., the highest being 300 feet above the Bow. All are reached by fine roads, commanding glorious landscapes. The more important springs have been improved by the Government, and picturesque bathing houses have been erected and placed under the care of attendants. In one locality is a pool inside a dome-roofed cave, entered by an artificial tunnel; and nearby, another spring forms an open basin of warm, sulphurous water. During the summer months a corps of Swiss guides is stationed here and at other places in the mountains. Twenty miles south of Banff is Mt. Assiniboine, the Matterhorn of the new world, the ascent of which, after many unsuccessful attempts, has recently been made.

**Sawback** Alt. 1,175 ft. Upon leaving Banff the railway rejoins the Bow and follows it up through a forested valley. The view backward is very fine. The Vermillion Lakes are skirted, and ahead an excellent view is had to the right of Mt. Massive and the snow-peaks far to the west, enclosing Simpson's Pass. Then a sharp turn discloses straight ahead the great heap of snowy ledges that form the eastern crest of Pilot Mt., the landmark of mountain trappers, for it is seen and easily recognizable from both ends of the Bow Valley. Hole-in-the-wall Mt. is passed upon the right, against

## TRANS-CONTINENTAL RAILROAD

## STATIONS—Descriptive Notes

	Pass and Tunnels	Trans- Continental
Pilot and Castle Mts.		Entering Rocky Mt. Park
Saw back range		
Ver. million, Pass		Laggin to Preston
Mount Lefroy		Mt. Lefroy
2531	Castle Mountain Alt. 4,770 ft.	543
2542	Eldon - Alt. 4,720 ft.	530
	at the base of the great peak whose name it ta's. After passing this point, the mountains on each side become exceedingly grand and prominent. Those on the right (north-east) form the bare, rugged and sharply serrated Sawback sub- range, with a spur, called the Stake Mts., in the foreground at <i>Laggin</i> . On the left, the lofty Bow Range fronts the valley in a series of mag- nificent snow-laden promontories. At first enchanting glimpses only are caught through the trees, as you look ahead; but before <i>Eldon</i> is reached, the whole long array is in plain view. Turning to the left, and looking back, the central peak of Pilot Mt. is seen, like a leaning pyramid high above the square- fronted ledges visible before. Next to it is the less lofty, but almost equally imposing, cone of Copper Mt., squarely opposite the sombre precipices of the Castle. Westward of Copper Mt., the gap of Vermillion Pass opens through the range, per- mitting a view of many a lofty spire and icy crest along the continental watershed, from whose glaciers and snow-fields the Vermillion River flows westward into the Kootenay. West of the entrance into Vermil- lion Pass, towering up tier after tier in a massive vertical bastion, stretches the square, rugged, wall- like front of Mt. Temple; and beyond it, standing supreme over this part of the range is the prodig- ious, isolated, helmet-shaped mount- ain named Lefroy—the loftiest and grandest in this whole panorama.	



Miles from Vancouver	West- bound Train		East- bound Train	Miles from Vancouver
Sun- day, Sep. 29				Friday Oct. 4
2553   10.00   <b>Laggan</b> Terminus of Western Di- vision.	ARRIVE		14-15   525   LEAVES	

## Laggan and Vancouver: 525 Miles Pacific Division

Mr. B. Marpole, General Superintendent, Pacific Division.  
Mr. T. Kilpatrick, Superintendent, Laggan to Kamloops.  
Mr. H. E. Beasley, Superintendent, Kamloops to Vancouver.

Miles from Vancouver	West- bound Train		East- bound Train	Miles from Vancouver
2553   LEAVES   9.20   <b>Laggan</b> Alt. 4,930 ft.—Here the time goes back one hour to conform with the Pacific Standard. Beyond <b>Laggan</b> the railway leaves the Bow and ascends a tributary from the west, which courses through a gap in the Bow Range. Looking upward to the right, north-west, through this gap towards Bow Lake and the huge rounded snow-capped peak of Mt. Hector, overtopping all others in this direction, a view is obtained of the first of the great glaciers. It is a broad, crescent-shaped river of ice, the further end concealed behind the lofty yellow cliffs that hem it in. It is 1,300 feet above you, and a dozen miles away. The glacial field, of which this section is the southeastern hem, is the source of three great continental rivers flowing to the three different oceans, the Athabasca or Mackenzie River flowing to the Arctic, the Saskatchewan to the Atlantic, and the Columbia to the Pacific. The glacier presents some exceptionally interesting features, among others an enormous cavernous passageway, the size of a railway tunnel, running for miles back under the ice, cut out by subterranean rivers. This is also the region of Mountains Bush, Bryce, Athabasca, Collie and other peaks, the highest yet known in the Rockies.	Sun- day, Sep. 29		ARRIVE   13.05   Friday Oct. 4	525   DE- SCENT OF THE ATLANTIC SLOPE
PACIFIC TIME (Laggan to the Coast)				
The first glacier				
Lakes in the Clouds				

Miles  
from  
OgdenWest  
bound  
TrainEast-  
bound  
TrainMiles  
from  
Vancouver

## STATIONS—DESCRIPTIVE NOTES

Valley  
of the  
Ten  
Peaks

one-half miles from the station by a pleasant carriage drive across the face of the mountain. On the margin of this beautiful lake there is a comfortable chalet hotel. There is a bridle path to Mirror Lake, 1,000 ft. higher up the mountain, and a still further ascent to Lake Agnes, during which a magnificent view of the Bow Valley and the surrounding mountains is obtained. Both lakes lie literally above the clouds, nestling in rocky cirques among the peaks of the Beehive, St. Piron, Niblock and Whyte. Trails also lead across the stream draining Lake Louise to Goat or Fairview Mountain on the left side, to the Saddleback still farther eastward, from which one can look across an abysmal gorge 2,000 ft. deep to the avalanches of Mt. Temple, the frosted vale called Paradise Valley, the scarred battlements of Mt. Sheol and the pinnacled heights of Castle Crags behind Goat Mountain. Other trails lead round to the right of Lake Louise directly on to the glacier bed of Mt. Victoria, the great palisade of snow 12,000 ft. high that shuts off all view to the south. This trail also connects with the route to Abbot's Pass, a beetling canon between Victoria and Lefroy. A stiff climb over this pass and down to the rear of Lefroy and Victoria leads by a chain of beautiful mountain tarns to O'Hara Lake and Cataract Creek, which flows directly down to Kicking Horse Lake on the main line at Hector Station. The trail eastward along the Bow River rounds to the rear of Mt. Temple and descends to a beautiful vale called the Valley of the Ten Peaks, in the midst of which lies Moraine Lake, an emerald gem set in a glacier crescent; for the Ten Peaks engirt one side of the lake like a scimitar and between each pair of the peaks is fathomless snow, with the ribboned green of a glacier hanging down to the valley bed. In these waters the supply of trout is exhaustless. In the surrounding valleys big game—goat, prong horn and bear—abounds. Northward from Lake Louise are the Slate and Waputehk ranges, and overtopping all, like the sky-line of a citadel, with white edging on every rock, ledge and crest hidden in the clouds, is the great buttressed mass called Mt. Hector, after Dr. Hector, of the Palliser expedition in 1858, one of the first to explore the Rockies. To the northwest of Mt. Hector lies the

Lakes  
in the  
Clouds

Miles from Quoted	West-bound Train	STATIONS - DESCRIPTIVE NOTES	East-bound Train	Miles from Van.-VR
		vast Bow Glacier region. The Upper and Lower Bow Lakes are at the foot of this glacier, about a day's journey north from Lake Louise.		
2359	Stephen - Alt. 5,296 feet.	The station at the summit of the Rocky Mts., like the stupendous mountain some miles ahead - the chief peak of the Rockies in this latitude - is named in honor of the first President of the Canadian Pacific Railway Co. Here is the "Great Divide" and a sparkling stream separates into two, the waters of one flowing to the Pacific, and of the other to Hudson Bay. From here the line descends rapidly, passing the beautiful Kicking Horse Lake at <i>Hector</i> , and crossing the deep gorge of the Kicking Horse River just beyond. The tumultuous cataract that comes racing down rocky ledges to the left to lose itself in the emerald waters of Kicking Horse or Wapta Lake is Cataract Creek. It flows down the rear slopes of Lefroy and Victoria behind Lake Louise. The trail nine miles up this creek leads to O'Hara Lake among the Wiwax Peaks, and a few miles farther on to one of the most marvellous phenomena in the mountains, to what the Indians call the Lake of Ice, a congealed tarn of such lofty altitude the ice melts for barely five weeks during the year. West of Kicking Horse Lake the scenery is sublime, almost terrible. The line clings to the mountain-side at the left, and the valley on the right rapidly deepens until the river is seen as a gleaming thread a thousand feet below, a naked wall of bronze, yellow and grey, against which have been sculptured by rain and frost a thousand fantastic figures, notably that of the rider and horse. Above is a serrated skyline whose craggy margin hides the glaciers and the real summit of the range. Looking to the right, the Yoho, one of the grandest mountain valleys in the world, stretches away to the north, with great, white, glacier-bound peaks on either side. By actual count from any of the peaks in this region, eighty distinct glaciers are visible without the aid of a field glass among the glaciers of the Kicking Horse River. Looking forward to the right, the heights of Mt. Field are seen - not the real summit, that is hidden by the forewall. On the left the basilica-like spires of Cathedral Peak	519	

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Miles from Quebec	West-bound Train	STATIONS - DESCRIPTIVE NOTES	East-bound Train	Miles from Vancouver
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loom against the sky, and just beyond, with enormous ice-fields gleaming on its upper slopes, is the domo-like head of Mt. Stephen. On its shoulder is seen a vast shining, green glacier, the forepart of this monster, which hangs obliquely forward, measuring nearly a thousand feet, and its lower, outer edge showing a vertical depth of almost a hundred feet. Here, too, can be seen a silver vein on the mountainside, 2,500 feet above its base. Passing through a short tunnel, and hugging the base of the mountain closely, the main peak is lost to view for a few minutes; but as the train turns sharply away, it soon reappears with startling suddenness, and when its highly-colored dome and spires are illuminated by the sun it seems to rise as a flame shooting into the sky.

2569

10.46

Sun-day,  
Sep. 29

**Field** Alt. 4,050 ft.—At Field is a charming chalet hotel managed by the railway company—the Mt. Stephen House—not far from the base of Mt. Stephen and facing Mt. Field. Field is at the southwest angle of that great glacier field first seen northward from Laggan, and is only—as it were—a stone's throw from all the mysteries and wonders of an upper ice world. There is excellent fly-fishing for trout in the lakelets and streams near the village, and a few minutes' walk from the hotel are the remnants of a crystal cave. Looking down the valley from the hotel, the Ottertail Mountains are seen on the left, and the Van Horne Range on the right. The two most prominent peaks of the latter are Mts. Devil and King, the former on the right. Fossil beds are also found in the Van Horne Range. The Ottertail Range with its sheer wall, snow caps and abrupt declivities giving unexpected views at every turn, is particularly attractive to the mountain climber. About a mile away from the valley-bed of the Kicking Horse River, at the base of the Ottetails, is a strange field of rakish-looking "hoodoos"—pillars left standing by the wash of mountain torrent, with stones tilted at all sort of tipsy angles on their heads. A trail crossing the bridge of the Kicking Horse, to the base of Mt. Field leads through a forest of spruce and balsam to a natural bridge of rock, under which the river pours in a cataract. Five miles farther along the same trail is Emerald Lake, a lovely expanse of green water nestling in the forest to

11.35 509  
Friday Oct. 4

Miles From Vancouver	West bound Train	STATIONS DESCRIPTIVE NOTES	East bound Train	Miles From Vancouver
		<b>The rear of Mt. Field</b> and completely surrounded by lofty peaks, whose green, ribboned glaciers can be seen protruding from the rocky cirques of the upper slopes. Huts have been erected here for the accommodation of tourists wishing to spend some time at the lake, or to visit the great Yoho Valley which lies beyond. An excellent trail has been cut round the end of the lake and up the gravelly saddle of rock to the right, where one passes through a forest into the very lip of the summits. A tarn lies in the centre of this upland meadow and the trail leads to its right hand margin, a sheer drop of 2,000 feet into the gorge of the marvellous Takakkaw Falls. These recently discovered falls surpass anything in the known world, nearly ten times higher than Niagara. An enormous volume of seething, boiling water rushes over the precipice on the far side of the narrow gorge and shatters down the rock side in clouds of foam, a sheer drop of 1,400 feet, with a broken, boiling cascade for another 500 feet. Glaciers can be seen banking the surrounding precipices and feeding this great torrent.	<b>The Yoho Valley</b>	
Takakkaw Falls				
2576	Ottertail—Alt. 3,700 ft.	Two miles beyond Field, very lofty, glacier-bearing heights are seen at the north. The line rises from the flats of the Wapta (or Kicking Horse), and after crossing a high bridge over the Ottertail River (whence one of the finest views is obtained), descends again to the Wapta, whose narrow valley divides the Ottertail and Van Horne Ranges. The Ottertail to the left appears sheer and pinnacled, with an amphitheatre among the craggy heights, while the Van Horne to the right are ochre-coloured in their slopes and show an undulated succession of trough and crest among their summits. The line, which has gradually curved towards the south since crossing the summit at Stephen, runs due south from here to Leanchoil, where the Beaverfoot River comes in from the south and joins the Wapta. At the left, the highest peaks of the Ottertail Mts., walled, massive and castellated, rise abruptly to an immense height; and, looking south, a magnificent range of peaks extends in orderly array towards the southeast as far as the eye can reach. These are the Beaverfoot Mts., appearing to slope away	502	
2583	Leanchoil—Alt. 3,570 ft.			495
West'n slope of the Kicking Horse Pass			<b>Van Horne Range</b>	
			Beaverfoot and Ottertail Mts.	

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## STATIONS—DESCRIPTIVE NOTES

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Wapta

from the railway. At the right, Mt. Hunter, a long, gradual slope, pushes its huge mass forward like a wedge between the Ottertail and Beaverfoot ranges. The river turns abruptly against its base, and plunges into the lower Kicking Horse canon, down which it disputes the passage with the railway.

2508  
2603  
2610The  
Columbia  
and  
the  
Sel-  
kirks

Golden

**Palliser**—Alt. 3,250 ft.—The canon rapidly deepens until, beyond *Palliser*, the mountain sides become vertical, rising straight up thousands of feet, in a bronze wall crested by a long line of nameless peaks, and within an easy stone's throw from wall to wall. Down this vast basin go the railway and the river together, the former crossing from side to side to ledges cut out of the solid rock, and twisting and turning in every direction, and every minute or two plunging through projecting angles of rock which seem to close the way. With the towering cliffs almost shutting out the sunlight, and the roar of the river and the train increased a hundredfold by the echoing walls, the passage of this terrible gorge will never be forgotten.

**Glenogle****Golden**—Alt. 2,550 ft.  
**Moberly**—

Alt. 2,540 ft.

The train suddenly emerges into daylight as *Golden* is reached. The broad river ahead is the Columbia moving northward. The supremely beautiful mountains beyond to the left and the south are the Selkirks, rising from their forest-clad bases and lifting their ice-crowned heads far into the sky. They extend in an apparently unbroken line from the southwest to the northeast, gradually melting into the remote distance. Parallel with them, and rising eastward, to the right and the north from the Columbia, range upon range, are the Rockies, only the loftiest peaks to be seen just now over the massive benches upon which they rest. From Golden to Donald, the railway follows down the Columbia on the face of the lower bench of the Rocky Mts., the Selkirks all the way in full view opposite, the soft green streaks down their sides indicating the paths of avalanches. *Moberly* is the site of the oldest cabin in the mountains, seen just to the left, where a government engineering party, under Mr. Walter Moberly, C. E., engaged in

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Miles from Quentin	West- bound Train	STATIONS DESCRIPTIVE NOTES	East- bound Train	Miles from Vancouver
		the preliminary surveys of the railway route, passed the winter of 1871-2.		
2620	<b>Donald</b> — Alt. 2,530 ft.	<i>Donald</i> lies in the shadow of the Selkirks.	458	
2625	<b>Redgrave</b>	From here the railway crosses the Columbia to	453	
2631	<b>Beavermouth</b> — Alt. 2,500 ft.	the base of the Selkirks, always wooded in contrast to the naked stone of the Rockies. A little further down, the Rockies and Selkirks crowding together force the river through a deep, narrow gorge, the railway clinging to the slopes high above it. Emerging from the gorge at <i>Beavermouth</i> , the most northerly station on the transcontinental route, the line soon turns abruptly to the left and enters the Selkirks through the Gate of the Beaver River—a passage so narrow that a felled tree serves as a foot bridge over it—just where the river makes its final and mad plunge down to the level of the Columbia. Here a natural bridge is seen across the boiling torrent.	447	
2636	<b>Six-Mile Creek</b> — Alt. 2,900 ft.	A little way up the Beaver the line crosses to the right bank, where notched into the mountain side, it rises	442	
2642	<b>Cedar</b>		438	
2646	<b>Bear Creek</b> — Alt. 3,500 ft.	at the rate of 116 feet to the mile, and the river is soon left a thousand feet below, appearing as a silver thread winding through the narrow and densely forested valley. Opposite is a line of huge tree-clad hills, occasionally showing snow-covered heads above the timber line. Nature has worked here on so gigantic a scale that many travellers fail to notice the extraordinary height of the spruce, Douglas fir and cedar trees, which seem to be engaged in a vain competition with the mountains themselves. From <i>Six-Mile Creek</i> station one sees ahead, up the Beaver Valley, a long line of the higher peaks of the Selkirks, <i>en échelon</i> , culminating in an exceedingly lofty pinnacle, named Sir Donald (10,600 ft.), with which a more intimate acquaintance will be made at Glacier House. Again, from Mountain Creek Bridge, a few miles beyond, where a powerful torrent comes down from high mountains northward, the same view is obtained, nearer and larger, and eight peaks can be counted in a	432	
	<b>Beav'r Valley</b>			
	<b>Big trees</b>			
	<b>Superb view of the Sel- kirk.</b>			
		<b>Beav'r- mouth</b>		
		<b>De- scent of the Beav'r Valley</b>		

Miles from Montreal	Miles from Vancouver
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Westbound Train	Eastbound Train
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## STATIONS—DESCRIPTIVE NOTES

Westbound Train
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Eastbound Train
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grand array, the last of which is Sir Donald, leading the line. A little further on, Cedar Creek is crossed, and not far west of it is a very high bridge, spanning a foaming cascade, whence one of the most beautiful prospects of the whole journey is to be had. So impressed were the builders with the charm of this magnificent picture of mountains that they named the spot *The Surprise*. The principal difficulty in construction on this part of the line was occasioned by the torrents, many of them in splendid cascades, which come down through narrow gorges cut deeply into the steep slopes along which the railway creeps. The greatest of all these bridges crosses Stony Creek, a noisy rill, flowing in the bottom of a narrow, V-shaped channel, 300 feet below the rails, one of the loftiest railway bridges in the world. As *Bear Creek* station is approached, a brief but precious glimpse is caught of Hermit Mt., through a gap in the cliffs on the right. This station is 1,000 feet above the Beaver, whose upper valley can be seen penetrating the mountains southward for a long distance. The line here leaves the Beaver and turns up Bear Creek, along continuing grades of 116 feet to the mile.—Many of the difficulties of the railway from snow in the winter occur between Bear Creek and the summit on the east and for a similar distance on the west slope of the Selkirks, and these have been completely overcome by the construction, at vast expense, of sheds, or more properly tunnels, of massive timber work. These are built of heavy squared cedar timber, dove-tailed and bolted together, backed with rock, and fitted into the mountain sides in such a manner as to bid defiance to the most terrific avalanche.—Beyond Stony Creek bridge, the gorge of Bear Creek is compressed into a vast ravine between Mt. Macdonald on the left and The Hermit on the right, forming a narrow portal to the amphitheatre of Rogers' Pass, at the summit. The cowl'd figure of a man, with his dog, on the western edge of one of the crags shapes itself out of the rocks, and gives the name of Hermit to the mountain. The way is between enormous precipices. Mt. Macdonald towers a mile and a quarter above the railway in almost vertical height. Its base is but a stone's

Miles from Vancouver	West bound Train
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## STATIONS &amp; DESCRIPTIVE NOTES

East bound Train	Miles from Vancouver
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The  
Hermit

throw distant, and it is so short, so bare and stupendous, and yet so near, that one is overawed by a sense of immensity and mighty grandeur. This is the climax of mountain scenery. In passing before the face of this gigantic precipice, the line clings to the base of Hermit Mt., and, as the station at Rogers' Pass is neared, its clustered spires appear, facing those of Mt. Macdonald, and nearly as high. These two matchless mountains were once apparently united, but ages ago some terrific convulsion of nature has split them asunder, leaving barely room for the railway.

262

**Rogers' Pass** Alt. 4,275 ft. This pass was named after Maj. A. B. Rogers, by whose adventurous energy it was discovered in 1863, previous to which no human foot had penetrated to the summit of this great central range. The pass lies between two lines of huge snow-clad peaks. That on the north forms a prodigious amphitheatre, under whose parapet, seven or eight thousand feet above the valley, half-a-dozen glaciers may be seen at once, and so near that their shining green fissures are distinctly visible. The changing effects of light and shadow on this brotherhood of peaks, of which The Hermit and Macdonald are the chiefs, can never be forgotten by the fortunate traveller who has seen the sunset or sunrise tinting their battlements, or has looked up from the green valley at a snow-storm trailing its curtain along their crests with perchance a white peak or two standing serene above the harmless cloud. On the south stretches the line of peaks connecting Macdonald with Sir Donald, Uto, Eagle and Avalanche, from south to north—the rear slopes of which were seen in ascending the Beaver. This pass valley has been reserved by the Government as a national park.

128

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263

**Selkirk Summit** — Alt. 4,300 ft. — Summit of the pass. The mountains to the right are: Hermit, the group of castellated granite crags directly above the Pass; Tupper, a rounded height; the Swiss Peaks, distinct from the peaks on each side by deep notched ravines; Rogers' Peak sloping down a gradual sky-line to Grizzly, which is separated by a deep ravine from Roy, which in turn runs up to the pyramidal heights of Cheops, a veritable Titan of this group, with the profile of a

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## STATIONS DESCRIPTIVE NOTES

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hatted-Napoleon plainly silhouetted against that face of Cheops overlooking the vast glacial fields of the whole Hermit Range. On the crags of the Swiss Peaks a second cowled figure with his inseparable dog can be seen as if a companion of his brother on Hermit Mt., and looking out of the pass towards the west, and over the deep valley of the Illecillewaet, is Ross Peak, a massive cliff summit carrying an immense glacier on its eastern slope. Leaving the summit, and curving to the left, the line follows the slope of the summit peaks, of which Sir Donald is the chief. At the right is the deep valley of the Illecillewaet, which makes its way westward by a devilish course among numberless bony-headed mountain monarchs. Far below and for many miles away, can be traced the railway, seeking the bottom of the valley by a series of extraordinary curves, doubling upon itself again and again. Directly ahead is the Great Glacier of the Selkirks. Passing a long snow-shed (not through it, for an outer track is provided, that the summer scenery may not be lost) a sharp curve brings the train in front of the Great Glacier, which is now very near, at the left—a vast plateau of gleaming ice—one glacier of a group of glaciers altogether—as large, it is said, as all those of Switzerland combined, the ice field, of which the Great Glacier is one of a number of outlets, embracing more than 200 square miles.

2655

13.13  
Sun-  
day,  
Sep. 21Sir  
Donald

**Glacier House**—Alt. 4,122 ft. Station and hotel within thirty minutes' walk of the Great Glacier, from which, at the left, Sir Donald rises a naked and abrupt pyramid, to a height of more than a mile and a half above the railway. This stately monolith was named after Sir Donald Smith (Lord Strathcona), one of the chief promoters of the C.P.R. Farther to the left, looking from the hotel, are sharp peaks—Uto, Eagle, Avalanche and Macdonald, second only to Sir Donald. Rogers' Pass and the snowy Hermit range, the most prominent peak of which is called Grizzly, from the frequency with which bears are met upon its berry-bearing slopes, are in full view. Again to the left, at the west end of the Hermit range, comes Cheops, and in the foreground, and far down among the trees, the Illecillewaet glistens across the valley. Somewhat at the

6.45  
Fri-  
day,  
Oct. 1

423

Sir  
Donald  
and  
other  
peaks

Map  
of the  
valley  
Ways  
and  
trails

Map  
of the  
valley  
Ways  
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## STATIONS Descriptive Notes

Names  
of the  
peaks

The  
Great  
Glacier

Name

The  
Loop

left of Cheops the shoulders of Ross Peak are visible over the wooded slope of the mountain behind the hotel, which is called Abbott. Between Ross and Abbott in the background can be seen an enormous wall of snow. This is the Mt. Bonney Glacier, sometimes appropriately known as the Purity. To the right of Ross, between Ross and Cheops, a glimpse is caught of a snowy amphitheatre—the Cougar Range. Following the sky-line of Mt. Abbott which appears behind the hotel like a forested wall, the eye rests on another lofty glacier with many peaks shooting up through the snow. This is the Asulkan Glacier in the Valley of the Asulkan and the peaks going from right to left are Afton, the sharp apex; the Rampart, an oblong with the Dome, a rounded rock; Castor and Pollux, two sharp spires farthest south. To the left of the Asulkan Glacier comes a forested dome Glacier Crest, the western boundary of the Great Illecillewaet Glacier, which is bounded on the other side by the lower slopes of Sir Donald, from whose summit as many as 120 distinct glaciers can be seen. The Great Glacier is exactly a mile and a half away, and its slowly receding forefoot with immense crevasses of abyssal depths cutting across the crystal surface is only a few hundred feet above the level of the hotel. Several good trails have been made to it, and its exploration is not only practicable, but easy; one by Glacier Crest, which is directly above the grotto-like crystal seracs and yawning bergschrunds, another up the centre of the ice-river, which necessitates guides to tread a way among the crevasses; a third up the slope of Sir Donald, which leads on the névé or snow-field before reaching the more difficult lee. Easy trails also lead to Marion Lake, on Mt. Abbott, 1,500 feet above the valley; to Cascade Summit, where a look-out house has been erected directly above the mountain torrent seen tumbling down the green bench of Eagle Peak; to the head of the Asulkan Valley, where the ice flow of two main branches of the glacier meet; and to the summits of Mts. Avalanche and Abbott. Good routes have also been mapped by the guides up Eagle and Sir Donald; but both are arduous climbs. Rogers' Pass above, and the Loop below, are within an easy walk. A glacial stream has been caught and

The  
great  
glacier  
of the  
valley

Name

Climb  
ing the  
Loop

**ROSS PEAK**  
British Columbia  
West Coast Trail

**STATIONS - DIRECTIONAL NOTES**

**ROCKY MOUNTAIN TOWNS**  
West Coast Trail  
West Coast Trail

Mineral fountains about the hotel. Game is very abundant throughout these lofty ranges. Their summits are the home of the mountain goat, which are seldom found southward of Canada. Hares can also be obtained.

Continuing the descent from the Glacier House, and following around the mountain-side, the loop is soon reached, where the line makes several startling turns and twists, first crossing a valley leading down from the Mt. Bonney glacier, touching for a moment on the base of Ross Peak, then doubling back to the right a mile or more upon itself to within a biscuit's turn; then swooping around to the right touching Cougar Mt., on the other side of the Illecillewaet, crossing again to the left, and at last shooting down the valley parallel with its former course. Looking back, the railway is seen cutting two long dashes, one above the other, on the mountainside, and farther to the left, and high above the long snow shed the summit range, near Rogers' Pass is yet visible, with Sir Donald overlooking all.

262

**Ross Peak**—Alt.  
3,600 feet.

2671

**Illecillewaet**—Alt.  
3,800 feet.Silver  
mines

The Illecillewaet River is here of no great size, but of course turbulent. Its

116

107

Game,  
lumber  
and  
silver  
mines

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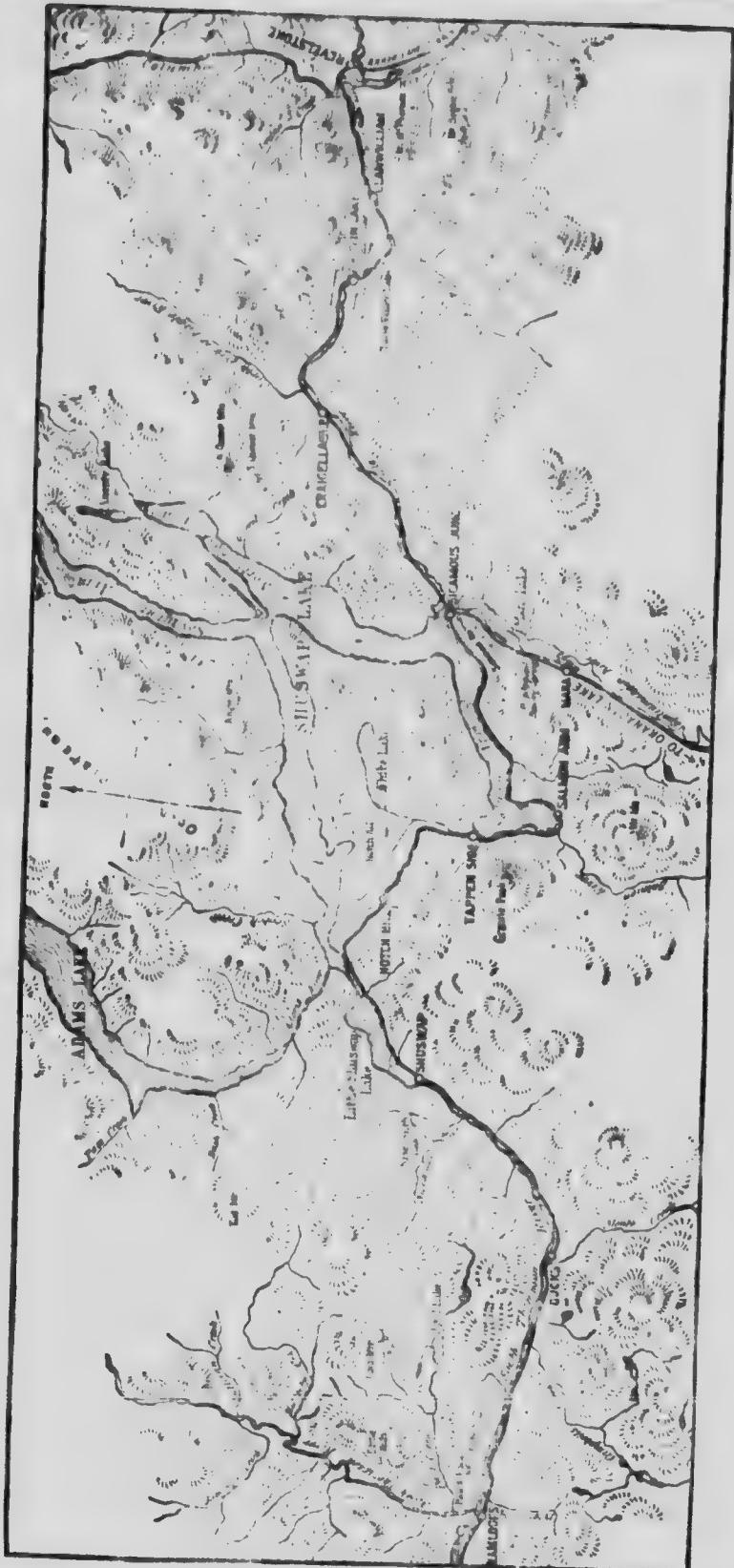
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**Albert Canon**—Alt. 2,845 ft.—Just east of the station the train runs suddenly along the very brink of several remarkably deep fissures in the solid rock, whose walls rise straight up, hundreds of feet on both sides, to wooded crags, above which sharp, distant peaks cut the sky. The most striking of these canons is the *Albert*, where the river is seen nearly 300 feet below the railway, compressed into a boiling flume scarcely 20 ft. wide.

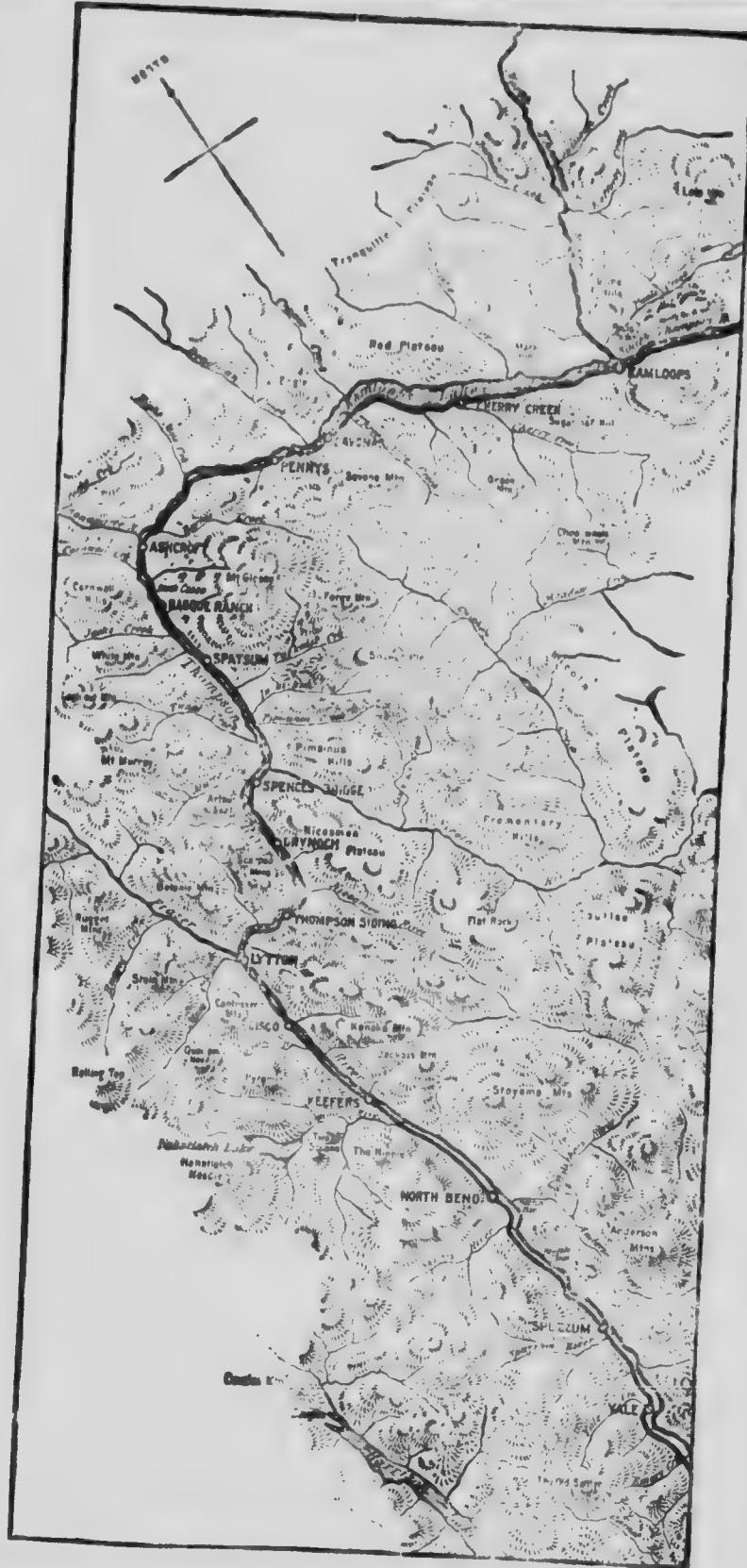
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		STATIONS—Descriptive Notes	
2667		<b>Twin Butte</b> This station takes its name from the huge double summit near by, now called Mounts Mackenzie and Tilley. After passing the station, there looks up at the right the conspicuous and beautiful peak named Clachin Mountain. As the western base of the Selkirks is approached, the narrow valley again becomes a gorge, and the railway and river dispute the passage through a chasm with vertical rocky walls standing but ten yards apart. The line suddenly emerges into a comparatively open, level and forest-covered space, swings to the right and reaches Revelstoke, the northern gateway to the wonderfully rich mining camp of West Kootenay.	261 Ratoc ing the Sel- kirks
2690	Alt. 4,175 ft. 7,180 ft. Donald Sep. 28	<b>Revelstoke</b> Alt. 4,175 ft.—Population 2,000. On the Columbia River, a railway divisional point and a gateway to the great West Kootenay mining camp. The town was originally located on the river-bank, a mile-and-a-half from the station, but the past year has seen its growth to the depot grounds. The Columbia, which has made a great detour around the northern extremity of the Selkirks, while the railway has come directly across, is here much larger than at Donald, from which it has fallen 1,050 ft., and 28 miles below Revelstoke expands into the Arrow Lakes, along which there is much beautiful country, and where the opportunities for sport are unlimited. To reach the mining regions by this route, involves a most delightful trip on the branch line to Arrowhead, and steamer down Arrow Lake.	7,105 a 3,50 Friday Oct. 1 370
2708	The Colum- bia	The two peaks southeast, seen from the main line of the railway, are Mackenzie and Tilley. The mountains beyond are in the Gold or Columbia Range, and the most prominent one of them in view, towards the southwest, is Mt. Begbie. Imposing and glacier-studded. The Columbia is crossed upon a bridge half a mile long, and	370
2716	<b>Clanwilliam</b> —Alt. 1,900 ft.	and	362
2727	<b>Griffin Lake</b> —Alt. 1,900 ft. <b>Craigellachie</b> Alt. 1,650 ft.	the Gold Range is at once entered by Eagle Pass, which is so deep cut and direct that it seems to have been purposely provided for the railway, in compensation, perhaps, for the enormous difficulties that had to be overcome in the Rockies and Selkirks.	361



Miles from Qu'Appelle	W. of Bound Train	STATIONS DESCRIPTIVE NOTES	E. of Bound Train	Miles from Vancouver	
	In the Eagle Pass	Lofty mountains rise abruptly on each side throughout, and the pass is seldom more than a mile wide. The highest point reached by the line in this pass is at Summit Lake, 8 miles from, and only 525 feet above the Columbia. Four beautiful lakes—Summit, Victor, Three Valley and Griffin occur in close succession, each occupying the entire width of the valley, and forcing the railway into the mountain sides. At <i>Craigellachie</i> the last spike was driven in the Canadian Pacific Ry., on Nov. 7, 1885, the rails from the east and the west meeting here.	The ascent of the Eagle Pass		
2743	19 50	<b>Sicamous June.</b> Alt. 4,300 ft.	On the great Shuswap Lakes, the centre of one of the best sporting regions on the line. Northward within a day caribou are abundant; the deer shooting southward within 30 miles is very good, and on the lakes there is anxious sport in deep trolling for trout. The <i>London Times</i> has well described this part of the line: "The Eagle River leads us down to the great Shuswap Lake, so named from the Indian tribe that lived on its banks and who still have a 'reserve' there. This is a most remarkable body of water. It lies among the mountain ridges, and consequently extends its long narrow arms along the intervening valleys like a huge octopus in half-a-dozen directions. These arms are many miles long, and vary from a few hundred yards to two or three miles in breadth, and their high, bold shores, fringed by the little narrow beach of sand and pebbles, with alternating bays and capes, give beautiful views. The railway crosses one of these arms by a drawbridge at Sicamous Narrows, and then goes for a long distance along the southern shores of the lake, running entirely around the end of the Salmon arm." <i>Sicamous</i> is the station for the mining and agricultural districts to the south where there is large settlement. A branch railway runs to Vernon and Okanagan, at the head of Lake Okanagan, a magnificent sheet of water on which the steamer "Aberdeen" plies. Near Kelowna, on the lake shore, thirty-five miles from Vernon, Lord Aberdeen, formerly Governor-General of Canada, has a fine farm, and another holding of 13,000 acres a few miles from Vernon, employing a small army of men, and growing	1 50	395
2762	Sun- day, Sep. 20	<b>Salmon Arm</b>	Lovely Lakes	Friday Oct. 1	316
	Game and fish	Northward within a day caribou are abundant; the deer shooting southward within 30 miles is very good, and on the lakes there is anxious sport in deep trolling for trout. The <i>London Times</i> has well described this part of the line: "The Eagle River leads us down to the great Shuswap Lake, so named from the Indian tribe that lived on its banks and who still have a 'reserve' there. This is a most remarkable body of water. It lies among the mountain ridges, and consequently extends its long narrow arms along the intervening valleys like a huge octopus in half-a-dozen directions. These arms are many miles long, and vary from a few hundred yards to two or three miles in breadth, and their high, bold shores, fringed by the little narrow beach of sand and pebbles, with alternating bays and capes, give beautiful views. The railway crosses one of these arms by a drawbridge at Sicamous Narrows, and then goes for a long distance along the southern shores of the lake, running entirely around the end of the Salmon arm." <i>Sicamous</i> is the station for the mining and agricultural districts to the south where there is large settlement. A branch railway runs to Vernon and Okanagan, at the head of Lake Okanagan, a magnificent sheet of water on which the steamer "Aberdeen" plies. Near Kelowna, on the lake shore, thirty-five miles from Vernon, Lord Aberdeen, formerly Governor-General of Canada, has a fine farm, and another holding of 13,000 acres a few miles from Vernon, employing a small army of men, and growing	Great Shus- wap Lake and its sports		
	The Shus- wap Lakes				
	Sicam- ous and Okan- agan				
			View from Notch Hill		



Miles from Ogden	West-bound Train	Stations - Descriptive Notes	East-bound Train	Miles from Vancouver
		fruits of all kinds that the temperate zone will produce. Further down the lake is Peachland, a new town which is making considerable progress. This is a land of vineyards and orchards, as well as a Mecca for keen sportsmen, for there is an abundance and variety of large and small game, including caribou, bear, deer, Bighorn and mountain goats. On the west side of the lake are numerous bands of wild horses. Resuming the transcontinental trip, a writer says: "For 50 miles the line winds in and out the bending shores, while geese and ducks fly over the waters and light and shadow play upon the opposite banks. This lake with its bordering slopes, gives a fine reminder of Scottish scenery. The railway in getting around it, leads at different, and many, times towards every one of the thirty-two points of the compass. Leaving the Salmon arm of the lake rather than go a circuitous course around the mountain to reach the south-western arm, the line strikes through the forest over the top of the intervening hill [Notch Hill]. We come out at some 800 feet elevation above this 'arm,' and get a magnificent view across the	Little Shuswap Lake	
2778		<b>Notch Hill</b> —Alt. 1,708 ft.	"lake, its winding shores on both sides of the long and narrow sheet	300
2794		<b>Shuswap</b>	"both sides of the long and narrow sheet	284
2810		<b>Ducks</b>	"of water stretching far on either hand, with high mountain ridges for the opposite background. The line gradually runs down the hill until it reaches the level of the water, but here it has passed the lake, which has narrowed into the [south branch of the] Thompson River. Then the valley broadens, and the eye that has been so accustomed to rocks and roughness and the uninhabited desolation of the mountains is gladdened by the sight of grass, fenced fields, growing crops, haystacks, and good farmhouses on the level surface, while herds of cattle, sheep and horses roam over the bordering hills in large numbers. This is a ranching country extending far into the mountain valleys west of the Gold Range on both sides of the railway, and is one of the garden spots of British Columbia."	288
	Ranches of the Thompson Valley	<b>Kamloops</b> —Alt. 1,160 feet.—Pop. 2,000. Divisional point and principal town in the Thompson River Valley, begun	Farms and cattle herds	
Sunday, Sep. 29			Thurs. day, Oct. 3	
2827	a23.15 / 23.30		t 22.20 a22.05	251

Miles  
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2842

Kam-  
loop<sup>s</sup>  
Lake

238

**Cherry Creek**—Just below Kamloops the Thompson widens out into Kamloops Lake, a broad, beautiful, hill-girt sheet of water, along the south shore of which the railway runs some twenty miles. Half-way a series of mountain spurs project into the lake, and are pierced by numerous tunnels, one following the other in close succession. At Savonas the lake ends, the mountains draw near

2852

**Savonas**  
**Pennys**

226

2859

and the series of Thompson River canons is entered, leading westward to the Fraser through marvellous scenery. Quicksilver mines of great value are being operated in this locality.

219

2874

**Ashcroft**—Alt.  
1,075 ft.

204

2881

**Basque**

197

2888

**Spatsum**

190

Criboo  
district

*Ashcroft* (pop. 1,000) has developed into a busy town, being the point

of departure for Cariboo and Omineca gold-fields in the northern interior of British Columbia. Trains of freight wagons drawn by long strings of pack mules laden with merchandise depart from and arrive here almost daily. There are extensive cattle ranches in the vicinity, and considerable farming is done. Three miles beyond Ashcroft the hills press close upon the Thompson

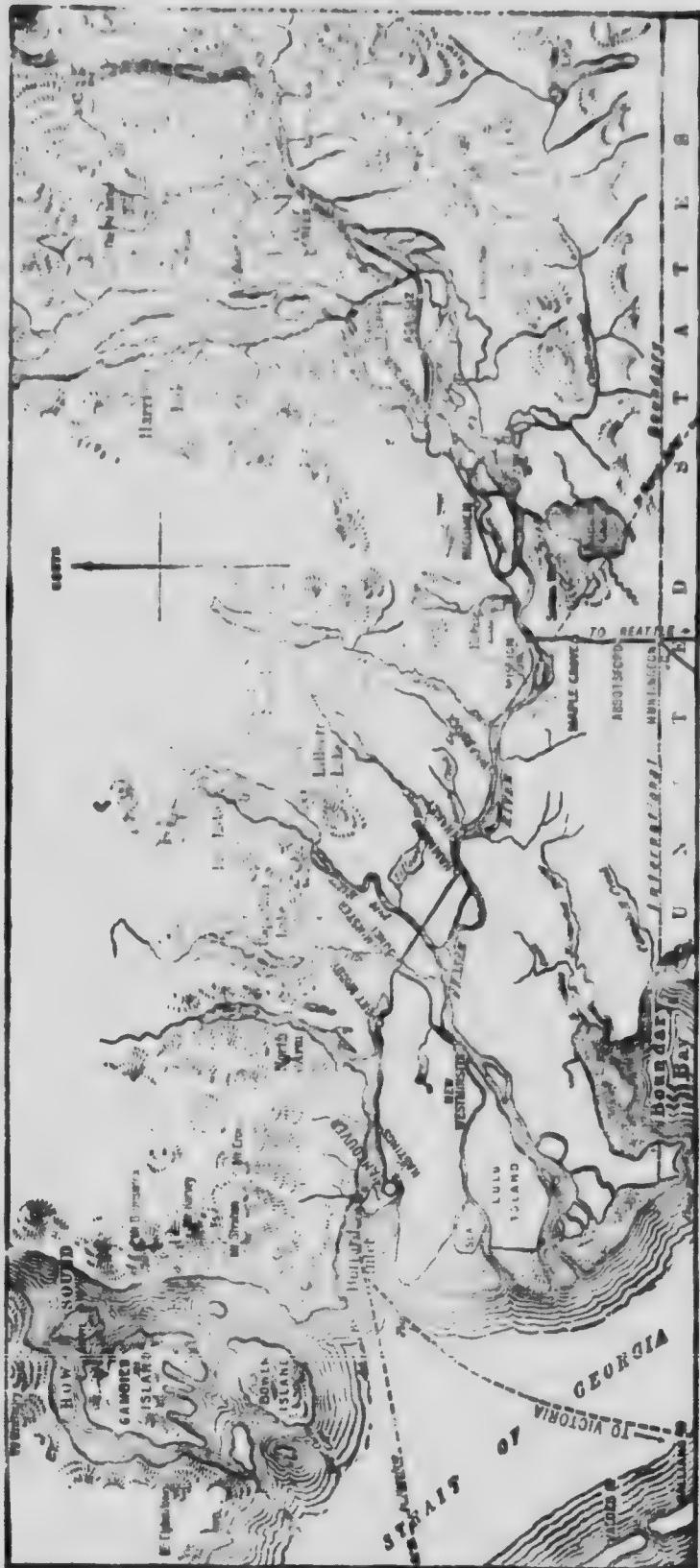
Ash-  
croft  
and the  
Criboo  
trade

Miles from Quaker	West bound Train	STATIONS DESCRIPTIVE NOTES	East bound Train	Miles from Vancouver
	The Black Canon	River, which cuts its way through a winding gorge of almost terrifying gloom and desolation, fitly named the Black Canon. Emerging, the train follows the river as it meanders swiftly among the round-topped, treeless and water-cut hills. At		
2000	Spence's Bridge	Spence's Bridge	the old waggon road up this valley to the	178
2006	Drynoch--Alt. 700 ft.	Drynoch	valley to the	172
2912	Thompson	Thompson	Cariboo gold	166
2917	Gladwin	Gladwin	country crosses	161
	The Nicola River	the river, and the railway crosses here the mouth of the Nicola River, whose valley southward is an important grazing and ranching region. Below this point the scenery becomes very striking and peculiar. The train runs upon a sinuous ledge cut out of the bare hills on the irregular south side of the stream, where the headlands are penetrated by tunnels, and the ravines spanned by lofty bridges, and the Thompson, in the purity of a trout brook, whirls down its winding torrent path as green as an emerald. Sometimes the banks are rounded cream-white slopes; next, cliffs of richest yellow, streaked and dashed with maroon, jut out; then masses of solid rust-red earth, suddenly followed by an olive green grass slope or some white exposure. With this fantastic colour, to which the brilliant emerald river opposes a striking contrast, and over which bends a sky of deepest violet, there is the additional interest of great height and breadth of prospect, and a constantly changing grotesqueness of form, caused by the wearing down of rocks of unequal hardness, by water and wind, into towers and monuments, goblins and griffins. The strange forms and gaudy hues of the rocks and scantily herbaged terraces impress themselves most strongly on the memory. Five miles beyond Drynoch, Nicomen, a little mining town is seen, and on the opposite bank of the river gold was first discovered in British Columbia, in 1857. The mountains now draw together again, and the railway winds along their face hundreds of feet above the struggling river. This is the Thompson Canon. The gorge rapidly narrows and deepens, and the scenery becomes wild beyond description. The frowning cliffs opposite are mottled and streaked in many striking colours, and now and then through breaks in the high escarpment, snowy peaks are seen glistening above the clouds. At	The Nicola River	Fantastic canon scenery
	Grotesque forms of rocks			
	Thom- son Canon			
			An- ced- ing the Thom- son River	

## TRANSCONTINENTAL RAIL ROUTE

Miles from Vancouver	West- bound Train	STATIONS DISCRIPTIVE NOTES	East- bound Train	Miles from Vancouver
2922		<b>Lytton</b> Alt. 675 ft. <i>Lytton</i> , a small trading town, the canon suddenly widens to admit the		156
2931		<b>Kanaka</b>		147
2938		<b>Keefers</b>		140
	The cantilever bridge	Fraser, the chief river of the province, which comes down from the north between two great lines of mountain peaks, and whose turbid flood soon absorbs the bright green waters of the Thompson. The railway now enters the canon of the united rivers, and the scene becomes even wilder than before. Six miles below Lytton the train crosses the Fraser by a steel cantilever bridge, high above the water, plunges into a tunnel and shortly emerges at <i>Kanaka</i> . The line now follows the right-hand side of the canon, with the river surging and swirling far below. The old Government road, built in the early '60's and abandoned since the opening of the railway, attracts attention all along the Fraser and Thompson valleys. Usually twisting and turning about the cliffs, it sometimes ventures down to the river's side, whence it is quickly driven by an angry turn of the waters. Six miles below <i>Kanaka</i> , where it follows the cliffs opposite to the railway, it is forced to the height of a thousand feet above the river, and is pinned by seemingly slender sticks to the face of a gigantic precipice. The canon alternately widens and narrows. Indians are seen on projecting rocks down at the water's edge, spearing salmon or scooping them out with dip-nets, and in sunny spots the salmon are drying on poles. Chinamen are seen on the occasional sand or gravel bars washing for gold; and irregular Indian farms or villages, with their quaint and barbarously decorated graveyards, alternate with the groups of huts of the Chinese. A charming chalet hotel makes	Upper valley and crossing of the Fraser	
	The Cariboo road		Salm's and gold dust	
	Indians and Chinamen.			
2949	a 5.50 7.8.05	<b>North Bend</b> Alt. 425 ft.	<i>North Bend</i> (a divisional point) a	7.15.50 a 15.35
2964	Mon- day, Sep 30	<b>Spuzzum</b>	desirable and delightful stop-	Thurs- day, Oct 3
			ping-place for tourists who wish to see more of the Fraser Canon than is possible from the trains. At Boston Bar, a few miles below, where mining operations are carried on, the principal canon of the Fraser commences, and from here to Yale, 23 miles, the scenery is not only intensely interesting but startling. It has been well described as "matchless." The great river is	129 114

Miles From Vancouver	Miles From Quartz	West bound Train	STATIONS DESCRIPTIVE NOTES	East bound Train	Miles From Vancouver
156			forced between vertical walls of black rocks where, repeatedly thrown back upon itself by opposing cliffs, or broken by ponderous masses of fallen rock, it madly foams and roars. Ten miles below North Bend is Hell Gate, near which a projecting narrow rock is called Lady Dufferin's Walk. The railway is cut into the cliffs 200 feet or more above, and the jutting spurs of rock are pierced by tunnels in close succession. Near Spuzzum the Government road, as if seeking company in this awful place, crosses the chasm by a suspension bridge to the side of the railway, and keeps with it, above or below, to Yale. Ten miles below Spuzzum the enormous cliffs apparently shut together and seem to bar the way. The river makes an abrupt turn to the left, and the railway, turning to the right, disappears into a long tunnel, emerging into daylight and rejoining the river at Yale.	En trance to the Fraser canon	103 90
147					
140					
		The great canon			
2975					
2988					
		Hope Peak			
		End of the canons			
9					
4					
2996					
3007					
		Ruby Creek Agassiz			
			Ruby Creek is named from the garnets found		82
					71



## STATIONS - DESCRIPTIVE NOTES

	Miles from Vancouver	West bound distance		East bound distance	Miles from Vancouver
3015	Harrison		Harrison Station		63
3025	Nicomen		The Harrison River is crossed just above its confluence with the Fraser. Until the opening of the Fraser route, in 1858, the only access to the northern interior of the province was by way of the Harrison Valley. A few miles beyond Nicomen, Mount Baker comes into view on the left, fifty miles away, in the State of Washington, a beautiful isolated cone, rising 14,000 feet above the railway level.		53
	Mount Baker		Mount Baker		
3035	Mission Junc.		From Mission Junc., a branch line crosses the Fraser River and runs to the International boundary line		43
3045	Whonnock				33
3051	Haney				27
3054	Hammond				24
	Bir. Trees		where rail connection is made with the Pacific Coast United States. Eight miles beyond, at the crossing of the Stave River, the finest view of Mt. Baker is had, looking back and up the Fraser, which has now become a smooth and mighty river. The celebrated Pitt Meadows are traversed and a couple of miles before reaching New Westminster Junction, the Pitt River is crossed. Immense trees are now frequent, and their size is indicated by the enormous stumps near the railway.		
3061	New Westminster Junc.		Divergence of branch line to the important town of New Westminster		17
3070	(New Westmin- ster)				(9)
	New West- minster		on the Fraser River, nine miles distant. The town is the headquarters of the salmon canning industry, which is represented by a dozen or more extensive establishments. It has also large sawmills, the product of which is shipped largely to China, South America, Africa, Europe, and Australia, and the Provincial Asylum and Penitentiary are located here.		
	Along Bur- nard Inlet		Port Moody, at the head of Burrard Inlet, was for a time		
3085	Port Moody				13
3074	Hastings		the terminus of the railway. From here to Vancouver the railway follows the south shore of the inlet, and the outlook is most delightful. Snow-tipped mountains, beautiful in		4

**Blue  
Flag  
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**West  
Central  
Train**

**East  
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### STATIONS - DESCRIPTIVE Notes

form and color, the opposite, and are vividly reflected in the mirror-like waters of the deepest inlet. At intervals along the heavily wooded shores are mills with villages around them, and with ocean steamships and sailing craft loading with sawn timber for all parts of the world; on the other hand, and towering high above, are gigantic trees, twenty, thirty and even forty feet around. Passing *Hastings*, formerly a watering place, the young city of Vancouver soon appears.

3078 all 45

Mon-  
day.  
Sep. 3.

**Vancouver** - Pop. 25,000. The Pacific terminus of the railway. Until May, 1886, its site was covered with a dense forest. From May to July its growth was most rapid, but in July, a fire, spreading from the surrounding forest, swept away every house but one in the place, and, with this one exception, every building now seen has been made since that time. The city fronts on Burrard Inlet, and extends across a strip of land to English Bay, along the shore of which it is now reaching out. The situation is most perfect as regards picturesqueness, natural drainage, harbor facilities and commercial advantages. It has already extensive wharves and warehouses; many hotels, the Vancouver being a splendid structure and handsomely appointed; churches, schools, etc. It has many buildings of brick and granite, and some of its private residences would do credit to cities of a century's growth. It has many miles of asphalt streets, and is lighted both by gas and by electricity. An ample supply of pure water is provided by means of pipes laid under the inlet from a mountain stream opposite. There is a regular steamship service to Victoria, Nanaimo and San Francisco, to China and Japan, to Sydney, Australia via Honolulu, H.L. and Brisbane, Queensland, and Puget Sound and Alaskan ports, it being one of the principal points of departure on the coast for the Klondike, Cape Nome and other northern gold-fields, and an outfitting headquarters for miners and prospectors. Vancouver is the Canadian gateway to the Orient, and the Great White Empresses of the Canadian Pacific make regular sailings to Japanese and Chinese ports and to Hong Kong, from which the tour around the world may be continued by other steamship lines.

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## STATIONS - DESCRIPTIVE NOTES

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The country south, towards the Fraser, has fine farms, and is especially adapted to fruit growing. The coal supply comes from Nanaimo, directly across the Strait of Georgia, and almost within sight. The scenery all about is magnificent—the Cascade Mountains near at hand at the north; the mountains of Vancouver Island across the water at the west; the Olympics at the southwest; and Mt. Baker looming up at the southeast. Stanley Park is a magnificent public pleasure resort. Opportunities for sport are unlimited at no great distance—mountain goats, bear, and deer in the hills along the inlet; trout fishing in the mountain streams; and sea-fishing in endless variety; and Capilano Canyon, a few miles across the Narrows, affords a pleasant outing.

From Vancouver the R.M.S.S. Empress of India will be taken across the Gulf of Georgia to Victoria.

3102

**Victoria**—Pop. 29,821.—Capital of British Columbia, charmingly situated at the southern extremity of Vancouver Island, overlooking the Straits of Juan to the Pacific, and beyond the Gulf of Georgia, the mainland. Across the strait are the beautiful Olympic Mountains, and far away at the east the white cone of Mt. Baker is conspicuous. The climate is that of the south of England, and the town is peculiarly English in all its characteristics. Besides the magnificent Government buildings, which rank amongst the handsomest in America, the city has many fine public and private structures, among them a large and well appointed opera house. Beacon Hill Park affords a fine view of the waters and mountains on every side. The city has an extensive trade and many large commercial houses, which do a very large outfitting trade for the Klondike. The Chinese quarter is always interesting to visitors. A railway extends northerly 70 miles to the great coal-mines at Nanaimo. Esquimalt Harbour, two miles from Victoria, is the British naval station and rendezvous on the North Pacific, with naval storehouses, workshops, graving docks, etc. A number of men-of-war are to be found there at all times, and immense fortifications are being constructed.

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## *Other Lines Owned and Operated by the Canadian Pacific Railway Co'y.*

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[ In addition to its main transcontinental line, the Canadian Pacific Railway Company has many other lines throughout the various Provinces of Canada. These may be summarized as follows:

From Montreal to St. John, N.B., through Southern Quebec and the northern part of the State of Maine. St. John is one of the principal Canadian seaports, being specially noted for its exports of lumber. It is on the Bay of Fundy, famous for its high tides. A number of Canadian Pacific Branch Railways also traverse Northern and Western New Brunswick, reaching amongst other places St. Andrews by the Sea, a popular Canadian watering-place, Fredericton, the capital of the Province, and the hunting-ground on the St. John River. The road from Montreal to St. John is known as the Short Line, and was built in order to bring Quebec and Ontario and the Western Provinces into more direct connection with the Maritime Provinces than was afforded by the longer route of the Government Railway. It runs through prosperous towns, such as Sherbrooke and Lennoxville, and carries a great deal of the winter export and import traffic of Canada.

### *Through the Laurentians*

From Montreal branches also lead through the Laurentian Mountains, to the north and east amongst pine forests, rivers and lakes, frequented by sportsmen and health-seekers from all parts of the Continent. This region contains hundreds of sawmills, and the settler follows in the wake of the lumberman. There are some prosperous mining industries, including phosphate and mica. One of the greatest water-powers in the world is at Shawinigan, reached by a branch line from the quaint old town of Three Rivers. The pulp and paper manufactured there on an immense scale are exported largely to the United Kingdom.

### *Through the Province of Ontario*

From Montreal to Toronto and Windsor, passing through some of the best farming and fruit growing districts of the Province of Ontario, and other Canadian Pacific lines reach Hamilton and Niagara Falls; others again run to Owen Sound on the Georgian Bay, the Eastern headquarters of the Canadian Pacific fleet on the Upper Lakes, and to various points in the northwestern peninsula of Ontario.

## Through Western Canada

From Winnipeg branch lines run in all directions through the wheat-fields of Manitoba and Assiniboin. Threshing will be nearly over by the time the Royal Party arrives in this section of the Dominion, but no doubt the glares of the burning straw stacks on the prairie will be seen at night, while in daytime the settler will be found hard at work preparing the land for sowing next spring. This season Manitoba and the Territories have produced 1,000,000 bushels of wheat and 2,000,000 bushels of other grain, and will probably ship 7,000 cattle and horses to the older provinces and the United Kingdom. The driving industry is also a great source of revenue to the settlers. Thirty years ago they contained not more than a mere handful of white residents, and buffalo hunting was the chief occupation of the Metis, half-breeds and Indians. Today the buffalo is extinct, but the prairies are occupied by cattle-ranchers, wheat-fields and oil wells. The census taken this year shows a population of 1,000,000 between Lake Superior and the Rocky Mountains. Whitefish and salmon are the important fish of the lakes of Winnipeg and other inland waters. The Canadian Rockies afford grand places for sportmen in the fall of the year, when the lakes abound with wild geese, wild duck, etc. Fresh-water chicken is found everywhere, while herds of caribou still swarm in the regions lying north of the present timber line.

From Dunmore, on the great plains, the Canadian Pacific Branch of the Canadian Pacific Railway runs through the coal districts of Southern Alberta to the coal and gold and silver-lead mines of the Kootenay. This branch, which now runs as far as Kootenay Landing, will some day be pushed further west to make connection with the main transcontinental line near the Pacific Coast, thus serving as a duplicate alternative route through the mountains. The country which it traverses was little more than a wilderness four years ago. Now it is the seat on the eastern side of the mountains of splendid irrigation works, rich farms, extensive ranches and large coal mines; while in the different ranges some of the most productive gold and silver-lead mines in North America are in operation. Branch lines tap all the important mining centres of British Columbia and carry the yield of its famous fruit farms to market, besides opening up to the sportsman the haunts of its big game—the mountain sheep, mountain goat, elk, grizzly bear, etc. This Province has made excellent progress of late, and has now a population of nearly two hundred thousand.

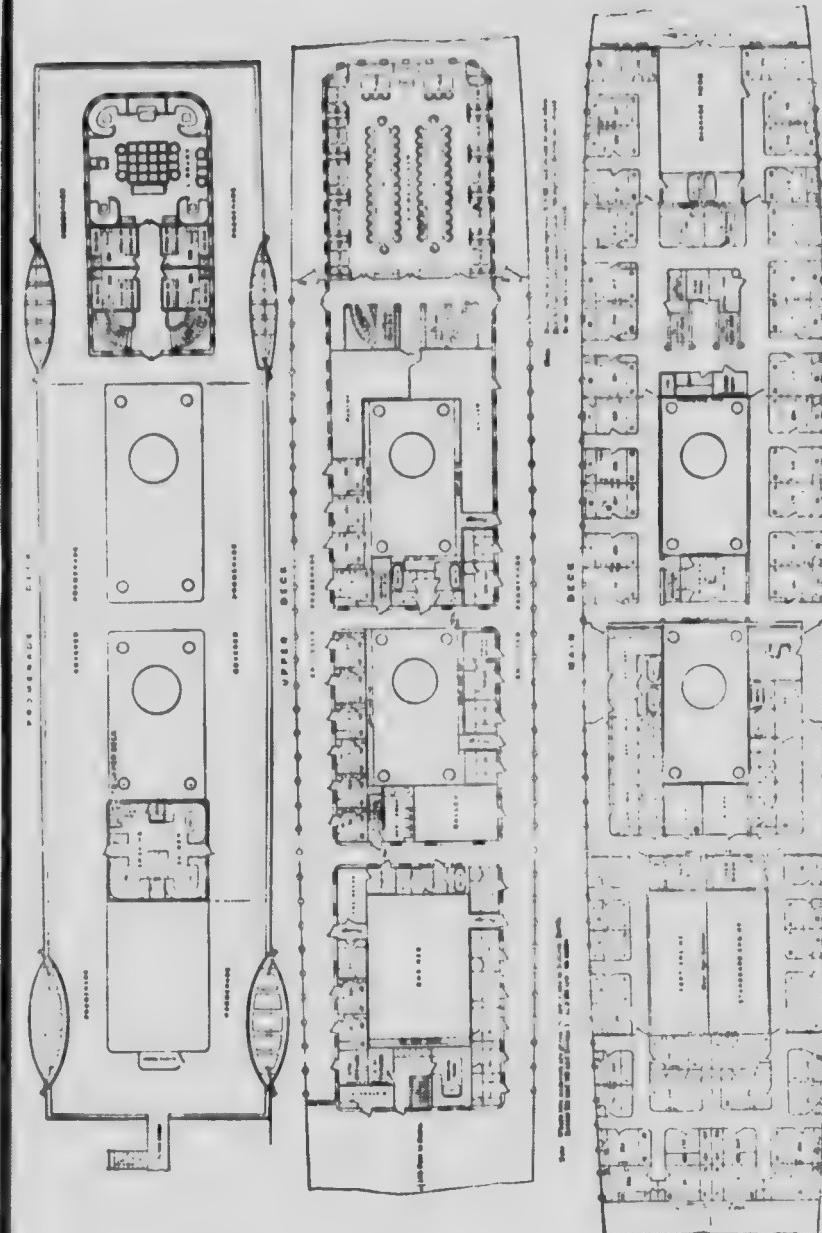
Altogether the mileage operated by the Canadian Pacific, in main line and branches, now aggregates 10,333 miles.

## The Company's Steamship Service

The operations of the Canadian Pacific Railway Company are not confined to land travel. Its fleets sail upon the Great Lakes of America, on the inland waters of British Columbia and through the coast channels northward to Alaska and across the Pacific Ocean. By these, water communication is established between points in Canada, some of which are also provided with railway facilities, and the ocean service is a potent factor in the expansion of the rapidly increasing trade with the Far East.



Canadian Pacific Railway Company, Express Steamer A.P.



CABIN PLAN

## CANADIAN PACIFIC RAILWAY COMPANY'S

ROYAL MAIL STEAMERS

**Empress of India**    **Empress of China**    **Empress of Japan**

**Canada, Japan, China**

## *The Trans-Pacific Service*

The R. M. S. S. "Empress of India," "Empress of China" and "Empress of Japan," which form the Empress Line, sail between Vancouver and Japanese and Chinese ports and Hong Kong, from which point the circuit of the globe can be continued by connecting steamships. The Empresses were built at Barrow-in-Furness, under Admiralty supervision, and, each designed to carry 14 guns, can be transformed, if needed, into armed cruisers or troop ships within forty-eight hours. They are uniformly of 6,000 tons burthen and 10,000 horse-power, with a length of 485 feet and 51 feet beam. The propulsion is by twin screws, and a speed of 19 knots an hour is attainable. The usual time occupied in making the round trip between Vancouver and Hong Kong, including stoppages at Yokohama, Kobe, Nagasaki, Woosung (Shanghai) and Hong Kong, a total distance of 12,000 miles, is 51 days, but a record run was made across the Pacific from Yokohama to Vancouver in 40 days, 13 hours and 10 minutes, on which occasion the Japanese mails were landed in London via Canada in 21 days. The Empresses are manned from the Royal Naval Reserve, and carry Chinese servants and stokers.

There is another service by the Company's Steamship "Athenian" and "Tartar" between Vancouver and Japanese, Chinese, and Russian ports. Other steamships belonging to the Company furnish a service through the fringe of islands on the North Pacific Coast, 1,000 miles to Skagway, from which Dawson and other points in the Yukon are reached by railway and river. The mineral wealth of the Yukon, although development work is only in an early stage, is marvellous, the output for the past year being estimated at \$22,000,000.



## *On British Columbia's Inland Waters*

On the inland lakes and rivers of British Columbia, on Lakes Kootenay, Slocan, Arrow, Trout and Okanagan, and on the Columbia and Kootenay rivers, the Company has a fleet of seventeen passenger and freight vessels, which furnish means of communication between the different mining camps of the Kootenay region and in the fertile valley of the Okanagan. These are nearly all light draught stern-wheelers especially adapted for a lake and river service. The Company owns also a number of large barges for carrying loaded trains, without breaking bulk, over miles of these inland waterways.



### *On the Upper Lakes*

The Company has three steel steamers, the "Alberta," "Athabasca" and "Manitoba," running on the Upper Lakes between Owen Sound, Sault Ste. Marie and Fort William. They carry thousands of passengers every season, together with a great deal of merchandise and wheat. The forty hour trip up or down is full of interest—the beautiful waters of Lake Huron and St. Mary's river, the immense locks of the Canadian and American canals at the "Soo" through which annually passes a tonnage double that of the Suez, and the majestic cliffs and promontories on the shores of Lake Superior. Situated at the outlet of Lake Superior, the "Soo" possesses one of the greatest water-powers of the world. Fort William was an important rendezvous of the early fur traders; to-day it is engaged chiefly in receiving and reshipping the wheat grown on the western plains.

### *Some of the Company's other Interests*

The Company, besides, operates a vast telegraph system covering the Dominion, in connection with far-reaching cable companies, which brings the entire civilized world in close electric touch with Canada, and its Parcel Express Company has extensive ramifications in America, Europe and Asia. It also operates a sleeping and dining car service, and its system of hotels stretching across the continent includes the famed Chateau Frontenac at Quebec, the Place Viger at Montreal, the Kaminitiquia at Fort William, and the Vancouver at Vancouver, B.C., besides several hotels at points of vantage in the mountains: The Banff Springs Hotel in the Canadian National Park, the Mount Stephen House at Field, B.C., on the western slope of the Rockies, the Glacier House at the base of the Great Glacier of the Selkirks, the Hotel Sicamous on Shuswap Lake, the gateway to the Okanagan Valley, and the Fraser Canon House at North Bend, B.C., near the wild canons of that great western waterway.

*Memo*

*Memo*

*Memo*

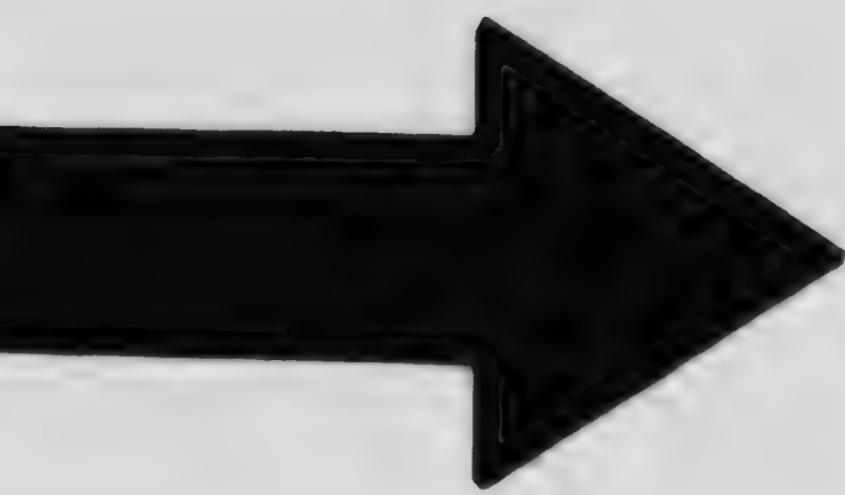
*Memo*

*Wm.*

*Memo*

Womo





# MICROCOPY RESOLUTION TEST CHART

(ANSI and ISO TEST CHART No. 2)



1.0



2.8



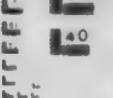
2.5



3.2



2.2



3.6



4.0

2.0



1.1



1.8



1.25



1.4



1.6



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MAP OF THE

# CANADIAN PACIFIC RAILWAY

THE MINNEAPOLIS, ST. PAUL AND SAULT STE MARIE RAILWAY

THE DULUTH, SOUTH SHORE AND ATLANTIC RAILWAY

AND CONNECTIONS.



MAP  
**CANADIAN PA**  
THE MINNEAPOLIS, ST. PAUL  
THE DULUTH, SOUTH SHO  
AND C

